

A  
V I E W  
OF THE *λ. 20.50*  
N A V A L F O R C E  
OF  
G R E A T - B R I T A I N :

In which its present State, Growth, and Conversion, of Timber; Constructions of Ships, Docks, and Harbours; Regulations of Officers and Men in each Department; are considered and compared with other European Powers.

TO WHICH ARE ADDED  
O B S E R V A T I O N S   A N D   H I N T S  
F O R   T H E  
I M P R O V E M E N T  
O F  
T H E   N A V A L   S E R V I C E.

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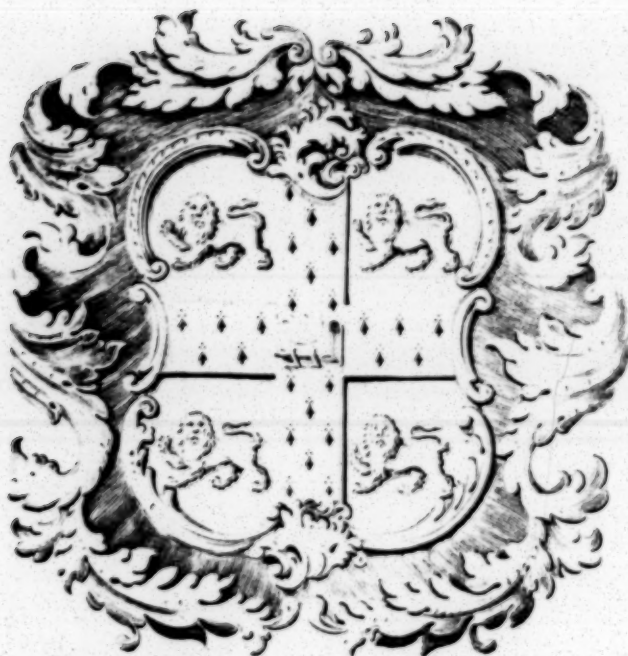
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T O

HIS ROYAL HIGHNESS

*The* DUKE OF CLARENCE, &c. &c.

S I R,

I Beg leave to lay before your  
Royal Highness the follow-  
ing sheets ; which, as they were  
written merely with an idea of  
stimulating others, who may  
possess a greater share of infor-  
mation and abilities than the  
writer,

writer, I hope will, in that view at least, meet with your approbation.

They cannot be offered with so much propriety to any person as to your Royal Highness, whose benevolence has so frequently and effectually been applied to the relief of the meritorious and unfortunate officer; and who may justly boast of being the first person in so exalted a rank to whom the character of a seaman is due.

I shall conclude, Sir, with a most earnest wish, that you may  
long



long live to be the Defender of  
your Country; and the support  
of a service, whose welfare de-  
pends upon having a great and  
able advocate.

I have the honour to remain,  
with the utmost respect,

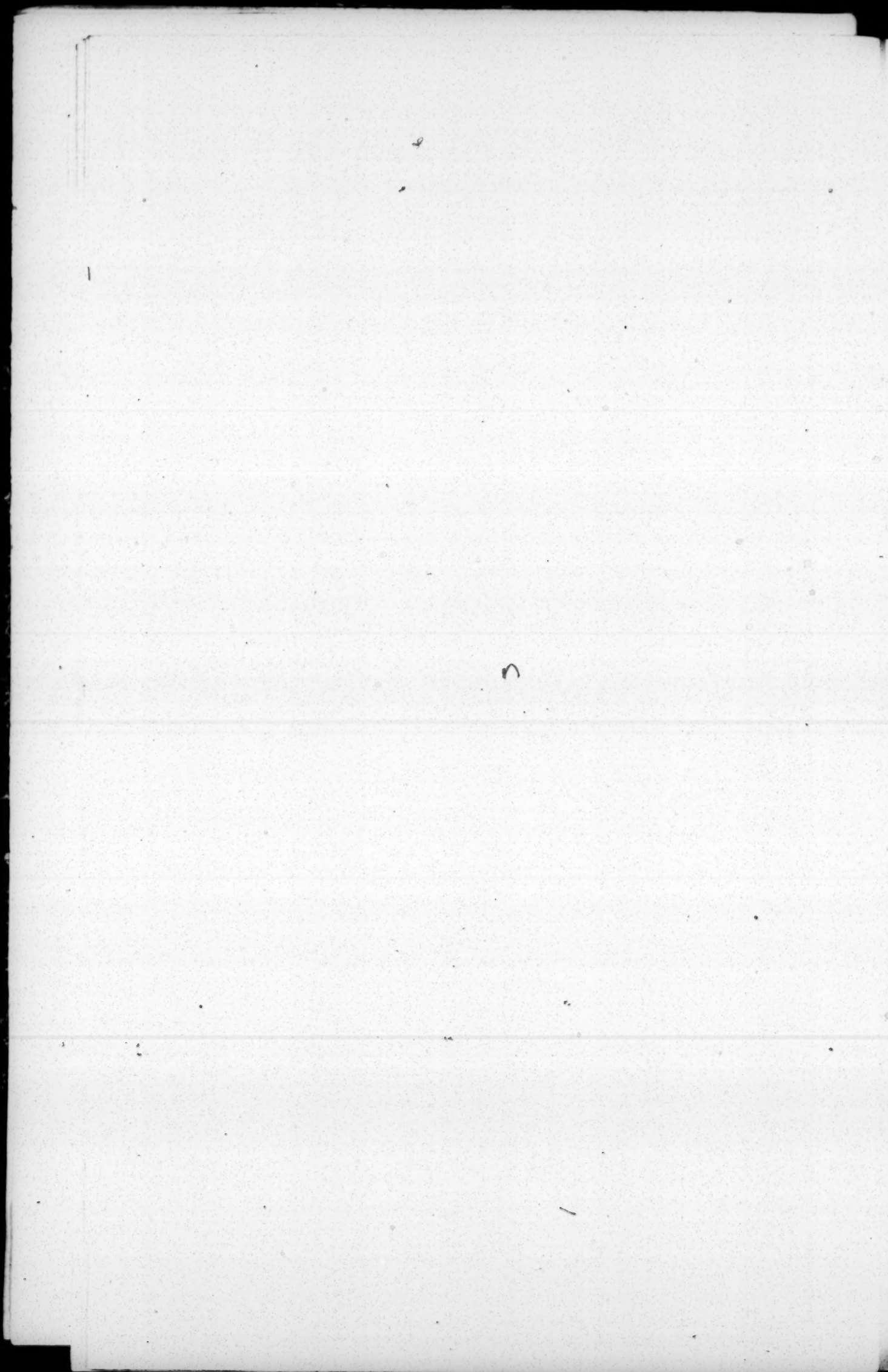
S I R,

Your Royal Highness's

most obedient

humble servant,

THE AUTHOR.



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## THE PREFACE.

**I**N offering the present Treatise to the public eye, I beg leave to mention, that the following short View of our Marine was made at different periods as memorandums: the Author, therefore, does not claim any share of merit, either in respect to the style or plans proposed as an alteration in our Naval system. The necessity, that appeared in the course of the last war, of our establishments in that line keeping pace with the increase of our Naval Force, induced the writer to make these observations, and he relies, therefore, upon those who read it, doing it with candour; and he cannot avoid saying, that his sole motive is to set on foot the  
idea



idea of improvement in the service, the present state of which calls for such attention, as to the officers, seamen, and ships, as there can be no doubt it will meet with from those whose duty it is to inspect this Bulwark and Support of their country. It, in consequence, the present small tract should give birth to any effort in such a cause of national utility, every desire is answered.

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B R I T I S H E M P I R E.

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C H A P. I.

*Situation of the Country, as to Territories, Resources,  
and Revenues.*

AS I shall consider the actual state, in some degree, of the Naval Force of this country, it would be as well, perhaps, to mention the following short statement of her possessions and revenues.

The possessions of Great Britain, at home, consist of, the two divisions of the island, comprehending England and Wales, with Scotland, the island of Ireland, with the smaller islands subject to the crown of Great Britain. They are supposed to contain eleven millions of inhabitants, and to be, taking the areas in square miles, 100,928. It is needless to state the riches of the country in industry, agriculture, manufactories, &c.

The British possessions, beyond the seas, are as follows:

1st. In Europe, the fortress of Gibraltar, on the coast of Spain; containing 3,200 inhabitants.

B

2d. In

2d. In Africa, Cabo Corfe, on the coast of Guinea, and some other forts there, and near Gambia; and the island of St. Helena.

3d. In Asia, the extensive countries of Bengal, Bahar, and Orixá; containing, according to a moderate computation, 10,000,000 inhabitants; and being in extent, 160,000 square miles. In former times the population amounted to near 20,000,000 of people. There are likewise large settlements on the coasts of Coromandel, of which Madras is the capital, inhabited by 80,000 people. Also the settlement of Bombay and Surat, on the Malabar coast; and several other subordinate forts and factories on the continent of India; and the islands of Sumatra, Bally, Banca, &c.

4th. In America, the extensive provinces of Canada and Nova Scotia; settlements in Labrador and Hudson's Bay; with the islands of St. John and Cape Breton.

In the West Indies, the Bahama islands, Bermudas, Jamaica, Barbadoes, St. Christopher, Antigua, Monserat, Nevis, Grenada, and the Grenadines, Barbuda, Dominica, St. Vincent, St. Anquilla.—Jamaica, which is the largest of these islands, is supposed to produce annually 70,000 tons of sugar, near 4,000,000 gallons of rum, and coffee, cocoa, indigo, and pepper.

The revenues of this country, as reported by the Select Committee, in 1786, amounted to 15,397,471; the expenditure to 14,478,181; so that there remained a balance of 919,290 annually: since that they have varied, and the customs and excise are supposed to have encreased rapidly. So far back as the year 1784, the number of tons of shipping, cleared outwards, amounted to 959,419, and the value of the cargoes, exported, to £15,101,275. The encrease since that period has been equally great;



great; and, from the improvements in the collection of the revenue, and the extension of our trade by the commercial treaty, and various other channels, it is certain that, with good management, the national debt may be reduced in such a degree as to render it not so burthensome as at present.

The surveys of the forests may, in all probability, produce some additional encrease of wealth; if not in money, however, at least in inhabitants, industry, agriculture, and revenue.

The improvement of the fisheries in Scotland, and on the coasts of England, should be attended to, as a source of riches, in trade, customs, and seamen.

In the year 1787, Mr. Dundas, who may be looked upon as the India minister, stated to the House of Commons, in his budget, that, in the course of five or six years, the Company would have paid all their debts, and have a clear revenue of £ 5,000,000 annually. If that should prove true, in the course of twelve or fourteen years; or if the revenue should approach in any degree near to such a sum, surely the public debt might be eased by a small portion of such wealth; and it is to be expected, that, sooner or later, the territorial parts of that country, with the revenues, (which might also be encreased by a bank,) the army, &c. will be vested in the British Government, subject to the controul and inspection of parliament.

The revenue might be greatly benefited likewise by the purchase of the turnpike roads, and government keeping them in repair, by the employment of the militia or soldiery, at a fixed price.

In short, the possessions, that remain both at home and abroad, to the British crown, are sufficiently extensive to occupy the attention and exercise the talents of the greatest minister. And the resources are infinite; and only require foresight, œconomy,

and honesty in the collection, distribution, and improvement of them, to answer every demand that the public service may require of them.

## C H A P. II.

### *State of the Navy in the last War. — Marine of Foreign Powers.*

**T**HE state of the navy in the year 1774, in number of tons, consisted of 276,046, several of the ships in a very bad state; but, by an effort Great Britain alone was capable of, there were added to the navy, during the six years of the war, from 1775 to 1781, ships of the line, with fifties, 44, carrying 3,002 guns, and 56,350 tons: ships of from 44 to 20 guns, number 110, carrying 3,331 guns, and 53,350 tons: of sloops, number 160, carrying 2 555 gun, and 37,160 tons; making, in the whole, 314 vessels, 8,888 guns, and 146,654 tons.

At the final close of the war, in 1783, the navy consisted, according to the best accounts, of 145 ships of different rates, from 100 to 50 guns each, several of which have been since repaired; since that period, there have been 45 new ships upon the stocks, nearly one-half of which have been since launched.

The navy of France, at the same period, amounted to 83 ships, down to 50, with several frigates, many of them are in a bad state, but have since been repaired, and several new ones launched from the stocks.

The Spaniards also had nearly 74 ships, from 110 to 50 guns; and they have been assiduously employed since the war in building new ships, and the last year launched two or three at the Havannah.

The



The Dutch fleet, which consists of from 40 to 50 sail of two-decked ships, in good repair, it is to be hoped cannot now be reckoned against us.

Russia has 63 armed ships, of which 37 are of the line; and, within the last five years, they have been encreasing in numbers, by several new ships being launched; last year there were seven went off the stocks, at Archangel, at one time; so that their navy probably amounts, at the present period, to nearly 36 or 38 of the line, exclusive of 4 or 5 in the Black Sea: the number of seamen registered are 20,000, but may be encreased, upon occasion, from the men employed in the navigation of the Don, or Wolga,—or from several of the regiments, who are all trained to service on-board the galleys.

Naples.—The king has paid every attention in his power towards raising a navy, and engaged Mr. Acton, descended from English parents, in his service, as a marine minister; and, by his exertions, three or four sail of the line have been built, one or two purchased from Malta, and several frigates also launched; so that it seems his Majesty's fixed plan to have a considerable naval force. Two or three of his ships have been joined to the Spanish squadron this year in the Mediterranean, to be exercised and disciplined.

The fleet of Denmark amounts nearly to 31 sail of the line, in excellent condition, exclusive of frigates, and 7 or 8 of 50 guns. The establishment for the marines and officers, with the academy, are in the best style.

Sweden had from 26 to 28 sail of the line, exclusive of frigates, and 16 or 1700 seamen; since the war, the number of ships have been diminished, by losses in action or otherwise, so low as 14 sail: the seamen are good, but the ships not equal in order with their neighbours the Danes.

Portugal has from 13 to 15 sail of the line, and several frigates.



## C H A P. III.

*The different Navy-Boards, with the Regulations in those of Foreign Powers.*

**I**N the reign of Charles II. the Boards of Admiralty, Navy, Victualling, &c. were enlarged and improved; that monarch, who was engaged in several obstinate wars with the Dutch, found it necessary to have buildings erected for the accommodation of the respective officers, and for the dispatch of public business, which, before his time, was transacted very imperfectly. In this work he was greatly assisted by his brother, afterwards James II. who shone as a seaman and commander: there were several great and able men who contributed towards this business, so that these establishments, that had received great additions in the reign of Elizabeth, were brought to greater perfection at this time.

The Board of Admiralty, first instituted by Henry VIII. as a sovereign board, was admirably constructed for the controul and management of naval officers, and the direction of the shipping and fleets of the state. It is undoubtedly the most perfect of any of the general offices, though it is capable of some improvement.

The Navy-Board consists of several commissioners, the surveyors or builders of the navy, and a comptroller, who acts in the same capacity, with respect to that board, as the first lord of the admiralty does in his office. These officers have the sole direction of the constructing, building, repairing, and care of, the navy, in respect to their formation, equipment, stores, or ordinary; and for this purpose there is generally a resident commissioner at each of the dock-yards.

The

The office of comptroller is certainly a very necessary and useful one, as it is the spring of all the rest ; and, when filled by a man of abilities, as in the present situation, answers every purpose. The other extra-commissioners form a council for the execution of the remainder, and are also employed in the examination of the officers of the navy, before they receive their commissions as lieutenants, &c.

The surveyors of the navy are generally the first men in that line, who have been employed as builders, and have been distinguished by their merit.— They give in designs of every ship to be built or altered, and these designs receive the sanction of the Board before they are carried into execution. In like manner they are judges and directors of all the timber, the cutting of it out, and the uses to which it is converted.

It is seldom that the officers employed as commissioners, and who are always post-captains in the service, are not men of abilities and professional knowledge ; and, as nothing can be done without the comptroller and their consent, abuses are either prevented or corrected.

So far it seems this body is calculated to answer every purpose for which it was intended ; but there are few things in naval affairs that will not admit of improvements, and in this sense the above office seems to allow of many. In France, our neighbour, and national enemy, all these offices exist, but with some additions ; such as an inspector-general, who visits the different dock-yards and shipping, separately, and often in a year ; he also sits with the other judges to approve or reject any design, alteration, or improvement for shipping, that is presented by the surveyors or head builders ; and this leads me to speak of a circumstance admirably cal-



culated to promote, improve, and bring to perfection, our naval architecture, and therefore of the greatest importance to this country.

In France there is an academy at the principal dock-yard, where a number of young men, who afterwards form the builders of the several yards, are taught drawing and mathematics; are made to go through every gradation in the yard; are encouraged to make different designs of ships; and to deliver in a mathematical calculation of the quantity of water such a body will displace, her weight, and tonnage, with the degree of force the water will strike her, and how it will act, so as to retard or impede her motion.

The inspector approves, or not, according to the merits of the plan; and, by this means, not only able officers as well as builders are formed, but genius is encouraged to make new discoveries, and theory is blended with practice.

The officers, who have the management of the different works in the ports of France, are composed of three directors, five under-directors, twenty-four lieutenants, twenty-four second lieutenants, and eight apprentices or cadets. The directors have the rank of captains in the navy, and answer to our commissioners; they rank among them, with the directors of construction, or architecture and artillery, after the captains in the navy. The under-directors have the rank of majors, equal to that of master and commander, and rank in the same manner after the officers of the navy. The other officers, in like manner, come after the others, as in the navy. To the port of Brest there is allowed one director, one under-director, eight lieutenants, eight under lieutenants, and four cadets.

These officers being regularly bred to the duty of the port, especially those employed in the lower orders,



orders, are well informed, and in general know their duty both from *theory* and *practice*; in our service, the master-builders and assistants are generally preferred from having been carpenters of ships, and without any other knowledge than what is acquired from practice.

The cadets, for the ports of the yards service, are constantly employed in all the operations and mechanical movements of the port, and in the road, as mooring and taking ships into docks. Another most essential article of their duty is to pass an examination every year, in the month of October, before the director of the port and the marine council, composed of the principal officers of the yard; that is, the two directors or commissioners, the head builder, the officers of artillery, and the commanding officer of the sea gunners, who are formed into a council, for that and other purposes of the service in the port: the cadets are examined before them upon the mechanical works of the yard, and the different parts of the service for which they may be destined. The cadets of the port or yard are embarked in the king's ships, and subject to the same discipline as the midshipmen and volunteers of the navy, and enjoy the same pay. After four years duty in the yard, and two years navigation actually on-board the king's ships, they are capable of being made lieutenants of the yard; that is, they are generally preferred to some of the under-offices of it.

The under lieutenants of the yard, or port, arrive at the rank of lieutenants in rotation, when there is a vacancy.

All these officers wear a uniform, resembling in some degree that of the same rank in the navy, but with a distinguishing mark of their belonging to the service of the ports.

*The*

The engineers, or builders of the navy, are composed of forty-five; among whom there are three engineer directors, or head builders, four under-builders, sixteen common, and twenty-two under them.

It appears, that all carpenters of king's ships should be formed and drawn from this corps.

The engineer directors have the rank of captains, and take rank after them along with the directors of the port, and of the artillery; the engineers, or under-directors, have the rank of majors; and the rest in like manner as in the navy.

The ordinary and under engineers are employed in the duty of constructing ships and drawing plans; and, whenever detached from one port to another, they execute the particular orders which may be given them, such as overlooking or superintending the building of any ships at the out-ports or private yards. They are also detached to visit the forests, and to choose the timber proper for the use of the navy. The most useful part of their duty, from which they are likely to reap most information, and which is admirably adapted to produce emulation amongst them, is contained in the following order:

“ It is his Majesty's intention, that the engineers  
 “ in ordinary, and under-officers, shall be embarked  
 “ from time to time in the ships of war; to learn,  
 “ from practical knowledge, whatever may be of  
 “ use towards rendering the art of construction of  
 “ building more perfect, and to study the effect that  
 “ arises from the different positions of the *masts*,  
 “ and the stowage of the hold, and their division of  
 “ the water, and lading of the ship.”

These people are employed as our carpenters, but belong to the corps above-mentioned.

I cannot avoid mentioning a circumstance of great public utility on this occasion; and which may be  
 of



of infinite benefit both to the naval and mercantile service; I mean an establishment or academy of Naval Architecture. I should therefore propose, that an institution of this sort should be immediately set on foot, under the protection of government, to consist of four commissioners, two of them captains in the navy, and two others from the merchants, with a president, who should be allowed a house and a sufficient sum to defray the expences of the establishment. A number of young men, designed as builders, should be educated under their inspection and directions, for which their parents should contribute a certain sum annually. After a proper number of years, they should be allowed, upon having a licence or patent from this board, to engage as builders in either service; and every ship of consequence that is built, the master-builder should be obliged to send a draught to the board for their opinion, so as to encourage emulation in this branch; and for which purpose proper rewards should be distributed by the commissioners.

For the interior regulations of such an establishment, there cannot be better than the foregoing ones of the French. The general opinion upon this subject has appeared lately, in the attempt made by the proprietors of the European Magazine, No. 32, Cornhill, at their own expence, for the improvement of Naval Architecture, and their plan deserves every encouragement and protection. I make no doubt but the merchants and great builders of this metropolis would contribute, or subscribe annually, a handsome sum towards the institution of such an academy as I have stated, for the improvement of this science: and it would do honour to the merchants themselves to carry such a plan into execution, if no encouragement could be procured from government.

C H A P.



## C H A P. IV.

*Building of Shipping and Men of War.*

THE present builders, in the different dock-yards of this country, are generally such as have risen from being carpenters of ships of war; and, perhaps, before that, have been in very low employments in the dock-yards.

From such stations they are promoted to be master-builders in some of the first yards in Europe. It is true they understand the practice of their art, but little of the theory; it is not likely, therefore, that much improvement should be derived from such a source, more especially when some of them arrive at the office of surveyor; it is a fact well known, that the finest bodies for ships of war have been designed by the French; these were copied, and many others said to be improved, built from them. But surely we should be among the first, and not the second, as a maritime nation in these arts.

Our builders are, without doubt, much superior to foreign artists, in the execution and finishing of their works; but the general system of some foreign powers is far superior to ours.

How beneficial would it be to Naval Architecture if the universities of this kingdom were to make it a part of their studies, to calculate the best form of models for ships to divide the fluid in the easiest manner; and also to establish tables for the resistance of fluids, that might be of use to builders in laying down ships.

These would be objects of infinite consequence to this science, and sorry I am to say, that the best works on these subjects have been written by foreigners; especially that most excellent one of Professor Euler, *Sur la meilleure forme des vaisseaux*: The  
others

others are, Ulloa's *Translation of Bouger on the Resistance of Fluids*; and Clairbois's and also Chapman's *Treatise*. In our own language, Murray's *System of Ship-building*; also Mr. Stalkart's *Naval Architecture*, lately published.

Two faults, among many others which our builders commit, are, that they shorten the ship too much in its length, and that they place the center of gravity too high. They have improved, in some degree, by carrying the bearings of a ship up to the cill of the lower-deck ports. Foreign powers consider length, if not carried too far, equal to breadth, according to the force employed upon a body, and the resistance it meets with: the different advantages of this plan shew, that the principal reason of these errors arises from a general want of system, that might encourage emulation and bring forth knowledge. The masts and yards for our navy, in general, are too large; but this may be rectified by a new form of calculation, the old method having been pursued since Charles the First's time.

Perhaps it is necessary for a maritime state to have a greater number of ships than are actually wanted for service in store, of which the three following plans are worth the attention of the commissioners:

*First.* To build a greater number than may be wanted, in time of peace; and it is supposed the timber will keep in this state better than if exposed to the weather, either in a ship's frame, or separate pieces. The only disadvantage that may occur from this way is, that other powers, knowing what is done, would always be tempted to do the like.

*Secondly.* To build a sufficient number of ships, and leave them on the stocks, covering them with a thin shed of deal, as at Venice.

*Thirdly.* To have a number of ships cut out, their timbers, beams, &c. marked and numbered,  
and



and to remain in separate sheds to season, so as to be put together whenever an emergency may happen. This method appears the best, as it depends upon the abilities of a state to have whatever number of ships they may judge necessary, without its being known to their enemies.

The Seven United Provinces, in the zenith of their glory, had always ten or twenty sail of the line in this state.

Another plan is likewise worthy of some consideration, and that is, (whenever an emergency might render it necessary,) whether upon a number of ships being laid down, and their molds made, an intendant or sub-builder might not contract, in the neighbourhood of any country-port, with the common sawyers and workmen, for the timber necessary for the construction of a ship of war, to be cut out according to the molds, a sufficient number of which might be distributed to them, and afterwards brought to the port ready formed, and in condition to be put together. It is inconceivable how much time, carriage, work, and expence, might be saved by this way, and the common country workmen made use of, whom it has been thought impossible to make any use of. I do not see why such a person may not saw or cut out a ship's timber, beam, or knee, as well as the best man in the world, when he has the mold before his eyes marked and numbered, with the breadth, thickness, and length, upon it.

A number of shipwrights, assembled at the port, under the direction of an intendant or builder, would soon put the frame of the ship together, and finish it in a shorter time than in any other way whatever: And, by this method, it is in the power of government to make use of the timber, shipwrights, and other workmen, at the country ports; when, on the  
other



other hand, it is impossible to remove or collect them together elsewhere. What numerous situations do the coasts of Wales, the north of England, and Scotland, offer for such purposes.

Chips, when they are necessarily created, should be sold weekly or monthly, by public sale, and the money devoted to watching the yards, or any other useful purpose. A great quantity of timber is cut away by the workmen of the yards to waste, merely to make up a bundle of chips for each man employed in the yard, or in taking away small pieces that they may afterwards convert into ship trunnels, which are often sold at so much a dozen, or hundred, to the officers of the yard, or to merchant builders. How much better would it be to abolish these customs, and to allow sixpence per day wages in lieu thereof; especially, as upon a calculation, it is acknowledged, that the quantity of timber cut to pieces for the above purposes, and carried away each day, amounts to nearly as much as would build a sloop of war.

## C H A P. V.

### *DOCK-YARDS and QUAYS.*

**I**N the yards of several foreign powers, it is the custom for a range of store-houses to be built along the quays, with a small wharf before them; these are divided and marked with the different names of all the line-of-battle ships belonging to the port: and in these small repositories are placed, in the greatest order, all the stores of every kind belonging to the ship; which, being marked and numbered, are found in an instant, so that when the ship, to which the stores belong, comes along side  
the

the Jetty, she is fitted in half the time it generally takes to send for her stores by gangs of men and officers, to the general store-houses of our principal yards, where great confusion and much delay reign, especially when a number of ships are fitting at the same time; as some are obliged to wait several hours until the first comers are served, not to mention the difficulty of getting the stores down several stairs, and out of lofts, where they are mixed with others, the tallies that mix them being either hid or lost. It is true, a new method has been lately adopted, that does in some measure remedy this defect; which is the regulation made by Lord Keppel, that every ship in ordinary should have her small stores on-board, and I think her sails; but every one knows that rigging and sails will not keep so well in a ship, owing to the damps and want of air, as in a store-house on shore; this might however be practised in the first division of the ships in ordinary, destined to be first fitted out upon an emergency, or where there is not a sufficient extent of coast or ground to build store-houses, which however would occupy a very small space for each large ship, by being placed endways towards the water, as their greatest space would run lengthways into the yard; the small ships, or frigates, do not require this distinction, as their stores are smaller, and consequently more portable; and fresh water being brought down by pipes to the wharf, as at Nice and Torbay, to fill the ships aboard that may be fitting along-side the Jetty, is of infinite service to government.

Ships are often too hastily condemned in the yards, by being not thoroughly examined by the commissioner or builder. Would it not be worth attention for an inspector-general to be present at these examinations, and to report to the Navy Board  
with



with the commissioner and builder of each yard, their opinion what the ship in such a state may be put up for; that is to say, whether, by a partial or thorough repair, she may be fit for foreign, channel, or port, service; or, if reduced, for a smaller ship; or taken to pieces, to build a frigate or sloop; or to remain a hulk; any of which would be better than the loss sustained by selling what are called old ships, indiscriminately, at a low price, many of them having been found good when broken up.

If the builders of the yard were men possessed of theory as well as practice, as in the regulations, they would be of much more service than in their present state; as they might then form a council with an inspector, who should be a complete builder as well as officer, and belong to the Navy-Board; these two, with the resident-commissioner, would form a committee, whose report to the head board would be impartial and just; at present it is one person, who in a cursory view of two hours determines the fate of many old ships.

At each dock-yard, the officers should consist of a commissioner, head builder, commissioner of the carpenters, riggers, and workmen, &c. which leads me to mention, whether it would not be worth while for barracks to be built to receive the registered seamen, and also a corps of riggers, taken from the oldest and most expert seamen in the ordinary, and gunners, to have additional pay and uniform, to live in the barracks, and to be commanded by a lieutenant and boatswain; or even whether the latter would not be as well as those that do the work by contract, in a short time, it is true, but in a slovenly and most indecent manner.

Perhaps a number of seamen might be employed in each yard, under proper officers, as labourers,



bourers, and to live in barracks. The Russian seamen are in barracks, even regimented, and do most of the work of the yard: in case such mariners are embarked, a number of common labourers are soon found in so populous a country as England to replace them.

It would be worth while to abolish all perquisites of condemned stores, and to give additional pay to the yard officers instead of them, as they are always liable to great abuse.

The barracks for the riggers, seamen, gunners, labourers, &c. to be placed in the most healthy situations round the yard, or adjoining to it.

When a ship is commissioned, it is usual for the contract riggers to begin her, who, aided by a party of marines from the barracks, proceed to rig her as fast as possible: this might be avoided, and done much quicker by the method I have proposed; her fitting then proceeds but slowly for want of hands to get her stores on-board, which, as many of them are brought from long distances, take a great loss of time to effect. The men that are put on-board from time to time, from the rendezvous, or other ships, are of all kinds, and take much trouble to divide and regulate; therefore a ship is a great while alongside the Jetty in general, waiting for her stores and men; which, by these methods, from the new corps of gunners and seamen, might be done with more satisfaction to the government-officers, and more-effectually than by the old confused and dilatory way of proceeding.

A ship should never go out of harbour however, until her company are stationed regularly, as many lamentable instances have occurred of the ill effects of hurrying a ship to sea with every thing fresh put on-board, and in a state of confusion; three days  
should

should be allowed for that purpose, and an order given, which every officer should conform to, in having his ship's company stationed for the different manœuvres of the ship and rigging as well as at the guns, and in seeing them performed, of which I shall speak hereafter. All the stores should be received on-board before she quits the harbour, and none suffered to be sent to her, unless in cases of emergency, to the roads of Spithead and Plymouth-sound, &c. as it occasions much delay, and injury to the stores.

Whenever a certain number of ships of the line is fitting, orders should be given to the officers of the yard, for all their stores to be delivered regularly, beginning with the largest; and upon no account any delay or interruption to happen in the delivery of them.

Perhaps it would be as well for ships to be fitted according to their size and force, two or three in a division together; the attention of the officers of the yard being directed to one object would certainly occasion greater dispatch.

The quickness, with which the French equip their shipping, is owing to the distribution of their stores in separate warehouses, having it in their power to order a detachment of gunners, to fit out the ship, and get her ready, during the time their registered seamen arrive; and, for want of such regulations, it is the boast of our enemies, that they have an advantage over us for the two first years of a war.

The cannon, used on-board our ships, are in general composed of excellent metal, and after good models; there is one thing, however, which would be an improvement to them; and that is, that the Ordnance Board should allow, and deliver with them, a sufficient quantity of large locks, especially to all



the line-of-battle ships, as it is a fact, that they are most certain in giving fire, in taking aim, and much quicker than a man with a match, which often misses fire, when the object is in view: this has been done in some degree, owing to the exertions of the present surveyor-general; and, I trust, the Board will be induced to persevere in trying every experiment, in these particular points, so as to arrive at the greatest possible degree of perfection.

The Duke, of 90 guns, the ship that broke the line on the fortunate 12th of April, had them to all her guns, and was supposed to have found them of particular use on that day. There should likewise be allowed a number of tin cases to cover them, properly painted and fixed on, in the way the lead aprons are at present: it has been the practice for those captains, who have been fortunate enough to procure a sufficient number of locks, either by intercession or purchase, to have cases made of wood, but the tin ones are far preferable. A second improvement would be, for the Board to send all the carriages, with sweep or half circles fixed to the breast of the carriage, as it is astonishing with what ease a man will point a gun, with one of them upon its carriage and quarter tackles, instead of the old method of breeching it about by crows and handspikes, which are very uncertain, when the object pointed at is in motion, and generally tear up and destroy the deck by frequent use.

It is worthy the consideration of the officers of the ordnance, to endeavour, by frequent trials, to discover if it is not possible to form a piece, that shall be rather longer than the carronades; to carry shot farther, by having that part of the gun fortified where the resistance is to be, in the way they are; and, instead of slides, mounted on carriages of a longer form,



form, that the recoil after frequent firing the gun may not be affected, as the carronades are, as they frequently break their breechings and split their carriages, and are good for nothing but, when two ships are very near, to throw grape, and do the execution of musquetry. The guns I have mentioned, if ever they can be *made by an union* of strength and metal, would be of great utility in our frigates, 44, and 50-gun ships.

The Ordnance Board should allow a proper number of lanterns, constructed of a flat form, to fix between the guns for night service. At present, they are furnished by the purfers, by an order from the captains; but it would render the armament of a ship much more complete, if all these small stores were regularly made, and furnished from those places where they would be executed in the highest perfection.

Another article of this kind is also of great use in an action, especially when two ships are at a short distance; and that is, square and flat cartridge-boxes, to be made of tin, and with canvas covers to flap over, to prevent sparks of fire, to be hung up; or midships to hold three or four rounds each, as they prevent confusion of the powder-boys running up and down, spilling loose powder about the decks, or several guns waiting for a supply of it; and, in a hot and close action, enables the men to keep up a more regular and constant fire.

All these small articles should be delivered to the gunner, with other stores; and, when on-board a ship, every captain or mate of a gun should be accountable for them, and see that they were properly kept, and in good order.

## C H A P. VI.

*MANNING.*

**I**N every war, whenever Great Britain has had occasion to man a squadron or separate ships, it has been done usually by raising volunteers, or pressing a sufficient number of seamen for that purpose.

Both these methods are liable to great abuses and delays, by which the state is equally injured. First, the rendezvous for raising men costs immense sums to government, especially those upon the coast, and out-ports, where last war it was found necessary to send an inspector to visit each place, as the accounts were enormous, double, and every thing became a job.

The second is of too apparent a nature to need many explanations; as numbers of able men, kept at an immense expence, to discover and kidnap others, are generally composed of daring and dissolute fellows, who are guilty of every corruption and enormity: this mode, as well as the first, however, should not be abandoned, but restrained within proper bounds, and made use of as secondary means; perhaps the expence of press-gangs might be avoided, by ordering parties of the militia, army, or constables, to do that duty.

There have been several plans struck out to remedy these defects, viz. Among others, a body of registered seamen, and a naval militia, have been often thought of, but never put into execution. The only attempt ever made these forty years, to keep up a body of seamen in the service, was that which was calculated to engage 10,000 men to be on-board the ships in ordinary, and under the directions of the masters;



masters; but I have never heard of half that number being in the service.

A third occurred to some officers, which is as follows: To employ a sufficient number of seamen, under the direction and inspection of some of their own officers, and to do the duty of labourers in the dock-yard, having barracks built for them, and giving them a small additional pay; when a war happened, to embark them, and engage common men in their places, as at present. The disadvantages of this method are many; and, amongst others, that of the invincible prejudice any seamen naturally have to be kept to work on-shore, as it would be only the ordinary seamen and landmen, who had lately entered into the navy, who would resort to such a resource for their subsistence; it merits, however, to be thought of amongst other plans for manning our fleets.

The sole alteration, therefore, that has been made in respect to manning our ships, was that in the year 1781, or 1782, by Lord Keppel; wherein it was intended, that a body of 10,000 men should be on-board the ships in ordinary, to keep them in proper order and clean, to be attached to each ship, according to their size. These men, being in general quarter-gunners, and old seamen, would be of infinite service in fitting the ship out, and for captains of guns, in forming a new ship's company: the plan is, undoubtedly, a most excellent one; and which, if carried into execution according to the spirit of it, would preserve the line-of-battle ships more effectually than any other hitherto adopted, and serve as a nursery or retreat for seamen; but, it is to be feared, there are only half the number entertained that the plan provided for.



Amongst other ideas upon this subject, that of a naval militia has been thought of, the principal points of which are,—That each county should furnish such a number of able-bodied landsmen as were necessary to be raised in the respective parishes, as the land militia are at present. Secondly, That a certain number of seamen should be likewise raised by the maritime counties, in a larger proportion than the others; and, in those counties that were inland, and where there was a scarcity of seamen or watermen upon the canals, a sum of money should be paid to government for that use, equal to the number of men deficient.

There is another method likewise to establish a naval militia, but it would be rather a heavy tax upon the counties; however, in times of necessity, or emergency, it signifies little, whether a tax is paid in one round sum, or in several articles, calculated to produce the same money; and the naval marine is certainly the most constitutional force, and claims the greatest share of popularity and favour from every Englishman.

The plan is, that each county, according to its size, should raise money sufficient to build a ship, to be called after its name, and man and equip her, as I have before stated: these ships to form the squadron employed in the channel, soundings, or any where upon the home service; but upon no account to be sent upon foreign service, but considered as attached to the British nation, as the land militia are to the island of Great Britain.

The ill consequence of turning men over from one ship to another so often, as was put in practice the last war, demands a serious consideration, as it broke the spirits of the men, reduced them to despair, was a means of losing them their pay, and occasioned

an unconquerable disgust to the service ; and this, with the mode of payment and distribution of prize-money, were the causes of that general spirit of mutiny and revolt which broke out at the end of the war.

## CHAP. VII.

### *Registering and Half-pay.*

**T**HE registering a body of seamen, sufficient to man different squadrons of our fleet upon any emergency, has been constantly acknowledged as a most desirable and necessary measure : yet, notwithstanding its utility, though several plans have been proposed, none has been adopted, or carried through with vigour.

The first attempt, to establish a corps of seamen by a register, was in the infancy of our marine, in the year 1346, near four centuries and a half ago ; two large fleets were fitted out, consisting together of 706 ships ; at that time, the navy of England was furnished and manned something in the way the militia is raised, each town furnishing its quota of ships and men.

The changeable and fluctuating nature of mercantile wealth is strongly seen, in making a comparison between the trading towns of England then, and at this day : Fowey, in Cornwall, furnished twice as many ships as London ; and many towns, that stood pretty high upon the list, are now almost forgotten.

The



The following is an extract of the roll of Edward the Third's first fleet, as it is preserved in the Cottonian library.

	Numb.		Numb.
From Fowey, - -	47	From Dover, - -	21
Dartmouth, -	31	Weymouth, -	20
Plymouth, -	26	Loe, - - -	20
Yarmouth, -	43	Lynn, - - -	19
Shoreham, -	25	Southampton, -	21
London, - -	24	Newcastle, -	17
Bristol, - -	22	Boston, - -	17
Sandwich, -	22	Hull, - - -	16

Besides these, which are the principal towns, there were 66 others, which furnished their share; and the king found 24 ships, as many as London, but not so many as Shoreham. The ships were manned with 26 men each, on an average, though some had only 15 men and a boy, and others as many as 32 men.

In the time of queen Elizabeth, the fleet was regulated in the following way:

*The Names of such Ships as her Majesty left at her death.*

Names of Ships.	Tons.	Men in harbour.	Men at sea.	Marin.	Guns.	Sail.
Elizabeth Jonas,	900	30	500	340	40	120
Triumph, — —	1000	30	500	340	40	120
White Bear, —	900	30	500	340	40	120
Victory, — —	800	17	400	268	32	100
Mary Honora, —	800	30	400	268	32	100
Arch. Royal, —	800	17	400	268	32	100
St. Matthew, —	1000	30	500	340	40	120
St. Andrew, —	900	17	400	268	32	100
Due Repulse, —	700	16	350	230	30	90
Garland, — —	700	16	320	190	30	80
Warspight, —	600	12	300	190	30	80
Mary-Rose, —	600	12	250	150	30	70
						Hope,



Names of Ships.	Tons.	Men in		Men at	Marin.	Guns.	Sail.
		harbour.	sea.				
Hope, — —	600	12	250	150	30	70	
Bonaventure, — —	600	12	250	150	30	70	
Lion, — —	500	12	250	150	30	70	
Nonpareil, — —	500	12	250	150	30	70	
Defiance, — —	500	12	250	150	30	70	
Rainbow, — —	500	12	250	150	30	70	
Dreadnought, — —	400	10	200	130	20	50	
Antelope, — —	350	10	160	114	16	30	
Swiftsure, — —	400	10	200	130	20	50	
Swallow, — —	330	10	160	114	16	30	
Forefight, — —	300	10	160	114	16	30	
Ide, — — —	250	7	120	88	12	20	
Crane, — — —	200	7	100	76	12	20	
Adventure, — —	250	7	120	76	12	20	
Quittance, — —	200	7	100	76	12	30	
Answer, — — —	200	7	100	76	12	20	
Advantage, — —	200	7	100	70	12	20	
Tiger, — — —	200	7	100	70	12	20	
Tramontain, — —		6	70	52	8	10	
Scout, — — —	120	6	66	42	8	10	
Catis, — — —	100	5	60	42	8	10	
Charles, — — —	70	5	45	32	6	7	
Moon, — — —	60	5	40	30	5	5	
Advice, — — —	50	5	40	30	5	5	
Spy, — — —	50	5	40	80	5	5	
Merlin, — — —	45	5	35	26	5	4	
Sun, — — —	40	5	40	24	4	2	
Symet, — — —	20	2					
George-Hop, — —	100	10					
Penny-Rose Hoy,	80	8					

And, at the latter end of her reign, upon a survey of the whole marine of England, the number of seamen amounted but to two-thirds of what now belongs to the port of London only; the account stated, in the

the year 1582, that the mariners of all ports in England were 21,797; and, in point of tonnage, the vessels were not only very much below what belongs to that port, but to several others in this island.

According to the survey in 1732, the whole amounted to 72,450 tons; and, since that time, the registered shipping of the port of London has amounted to 178,557 tons.

The next alteration that took place, was in the time of king William, when a bill was passed for registering a body of seamen, which I have thought proper to insert, and is as follows:

Anno 7 and 8 Will.

*An Act for the Encrease and Encouragement of  
Seamen, &c.*

FORASMUCH as the strength and safety of his majesty's dominions do much depend on the supplying his royal navy with a competent number of able seamen, which may be ready at all times for that service, —to invite great numbers of his majesty's subjects to betake themselves to sea, it is fit that some provision should be made, that seamen, who, by age, wounds, or other accidents, should become disabled for future service at sea, and shall not be in a condition to maintain themselves comfortably, may not fall under hardships and misery, but may be supported at the public charge; and that the children of such disabled seamen, and also the widows and children of such disabled seamen as shall happen to be slain or drowned in sea service, may in some reasonable manner be provided for and educated, his majesty and her majesty determined, that an hospital should be erected and endowed for the purposes aforesaid: and, in order thereto, by their letters patent, gave a parcel of ground in the manor of East Greenwich, and their palace standing upon their  
said



said ground, and several other buildings and things mentioned in the said letters patent, to the intent that they should be converted to the service of an hospital, for the relief of seamen, their widows and children, and encouragement of navigation. And whereas his majesty, in farther execution of his pious intention for the founding of an hospital at Greenwich, for the purposes aforesaid, hath, by his letters patent, dated the 10th of December, 1695, constituting commissioners, and granting an annual sum out of the treasury, and giving divers proper directions and authorities for carrying on and perfecting the said hospital, and the maintenance thereof, and of the persons to be placed therein: And, to the intent that such mariners, watermen, seamen, fishermen, lightermen, bargemen, and keelmen, or seafaring-men, being natural-born subjects of this realm, or any of his majesty's dominions, or being in England, and above the age of eighteen years, or under the age of fifty years, and being capable of the sea service, who shall be willing to enter and register himself for the service of his majesty in his royal fleet or navy, may, by himself, or any person by him thereunto in writing authorized or employed, deliver and give in his christian name and surname, with his age, and place of his abode and habitation, unto such officers as shall be appointed for the registering of seamen, as is herein after mentioned; and that such, and so many public officers for the registering the persons for sea-service as aforesaid, shall be kept at his majesty's charge, at his navy-office, in London, and such of the principal officers of the navy, or other persons, shall be appointed thereto: And the persons, making and keeping such register, shall be performed in such forms and methods as his majesty, or the commissioners of the admiralty,



admiralty, shall from time to time prescribe and appoint; so as that in the said register there shall be entered down and registered, in order and course of time, as well the name, surnames, additions, ages, place of abode or habitation, of all and every such mariner, seaman, waterman, fisherman, lighterman, bargeman, keelman, or seafaring-man, as aforesaid: And also, the true days and times of such registry or entry, for which no fee, reward, or gratuity, whatsoever, shall be demanded or received, other than from his majesty. And, if any person shall knowingly make, or cause to be made, in any of the said offices, any false entries of any person's name, &c. he shall forfeit the sum of one hundred pounds; one moiety to his majesty, and the other to such person as shall sue for the same.

The respective registers, to be appointed, shall, before their entrance thereinto, or intermeddling therewith, take an oath before the judge of the admiralty, or two or more of his majesty's justices of the peace for that county, &c. wherein such office shall be, for the true and faithful execution thereof, that the said navy-office, or such other office as shall be appointed by his majesty, shall be called the head office, whereto all the other registers in the sea-ports, shall from time to time, without any fee save from his majesty, give certificates under their hands and seals, of the numbers, names, places of abode, and additions of all seamen, watermen, &c. that shall be registered within their respective offices, and of the true times when such entry was first made; which certificates shall, by the said register, be filed in due course of time as they come in, and the names of the seamen, &c. therein-mentioned, shall be in order of time, and without any undue preference, entered and registered there also: so that, in that office, the  
number,

number, names, places of habitation, of all seafaring men registered throughout the kingdom, and their respective time of coming in to be registered, may from time to time appear; a true copy of which, shall, once a year, or oftener if required, be given by the officers, at the head office, to the commissioners of the admiralty, who are to give timely directions, that such of them as they shall find most proper for his majesty's service may from time to time, in each year, be disposed for the service of the fleet, in every or any year, beginning from the first of January, during which, the number of registered seamen then alive shall not exceed 30,000. Every registered seaman shall be allowed from his majesty, whether he be in actual service or not, the yearly sum of forty shillings, over and above such other pay as he shall be entitled to by being in his majesty's service: and, in every year during which the registered seamen then alive shall exceed 30,000, there shall, in like manner, be allowed forty shillings a year to each of the first 30,000 registered. And moreover, none but such registered persons shall be preferred to any commission or warrant officers in the navy; and every such registered seaman, being in his majesty's service in a foreign voyage, may appoint to his wife, or any person, any part or proportion of the pay due, or to be due, to him for his service, not exceeding two months pay in every six months, which shall be duly complied with, upon proof of the six months service, by return of musters, according to the practice of the navy; and, on like proof of such seaman's death in the service, the wages remaining due to him shall be paid to his executors or administrators, without tarrying for the ship's return, or her general pay.

Also,



Also, every seaman registered shall, upon taking any prize at sea wherein he shall be intitled to any share, have a double part more than any seaman of like quality in the ship with himself.

Upon producing a certificate of his being registered, he shall, from time to time, be freed from serving upon any juries or inquests, or in the militia, or in or about the assessing or collecting of any public taxes, or assessments, or in the office of constable, tithingman, bosholder, churchwarden, or overseer, or collector of the poor, or any other parish-officer whatsoever, except he shall declare himself willing to serve in the said offices, by which certificate no fee is to be demanded or received.

All registered persons, by age, wounds, or other accidents, disabled for farther service at sea, and not in a condition to maintain themselves comfortably, shall, upon certificate thereof from the captain, master, surgeon, and purser, or so many of them as were in the said ship for the time being, under his or their hands, unto the governor of the said hospital of Greenwich, be admitted into the said hospital, and there provided with fitting and convenient lodging, meat, drink, and clothing, and other necessities during their life.

Also, the widows of such seamen as shall be slain, killed, or drowned, in the service, and the children of such seafaring men so killed or drowned, and not of ability to maintain themselves comfortably, shall be received into the said hospital, and there provided for: and the said children shall be educated at the charge of the said hospital, till they are fit to be put out, or of ability to maintain themselves.

Provided always, that if any registered person, during time of actual war, withdraw or absent himself from his majesty's service in his navy, and shall  
not,



not within thirty days after due summons or warning from the commissioners of the admiralty, commissioners of the navy, officers of the registry, or vice-admirals of the several counties, repair on-board the ship to which he belongs, or shall be appointed, not being detained by sickness or other bodily infirmities, to be attested by the oath of two credible witnesses, to be allowed by the commissioners of the admiralty, navy, registry, or vice-admirals, or shall relinquish the service of his majesty, without consent in writing of the commissioners of the admiralty, he shall for ever lose the benefit of this act, and serve his majesty at sea six months without any pay, but for such offence only he shall not suffer as a deserter; provided, that nothing in this act extend to take away the punishment appointed for deserters by an act made the 13th of Car. II.

After the term of 25 years, from the 25th of March, 1696, none shall be capable of being a Brother of the Trinity-House but who have been registered.

Every seaman serving his majesty, or in any ship or vessel belonging to any of the subjects of England, or any other his majesty's dominions, shall allow, and there shall be paid out of his wages, sixpence a month for the better supporting of the said hospital, which shall be levied by such officers as shall in that behalf be appointed by the commissioners of the admiralty.

Provided always, that every seaman, at the time of his being registered, shall bring, or cause to be brought, a certificate of his place of abode, under the hands of two justices of the peace of the county or place where he lives; and, as often as any such seaman shall change his place of abode, he shall bring, or cause to be brought, a new certificate

thereof to the register, under the penalty of losing the benefit of his being registered as aforesaid.

Registered persons under 18, or above 55 years of age, shall be exempted from service, upon summons as aforesaid; unless they will voluntarily enter themselves to serve.

Registered persons, preferred to commission or warrant offices, not to be entitled to the forty shillings per annum, or other benefits of this act, or liable to any of the penalties or disabilities therein mentioned.

Commissioners of the admiralty may discharge any seaman from the register, upon any cause for which it may be desired; and may, for any offence, dismiss and expunge any seaman from the register, and thereby deprive them from the benefits thereof, according to their discretion.

Licences shall at any time be given, by order of his majesty, or commissioners of the admiralty, to any landmen desirous to apply themselves to sea-service, to serve in merchant-ships two years, which shall protect them from being impressed, provided they bring two credible persons, inhabitants, or known in the place where they enter themselves, who shall assert the knowledge of the said landmen, and their profession, for two years past.

Any person, vouching one for a landman that is a seaman, shall forfeit twenty pounds.

And any seaman, personating or taking another's name; and any seaman, or other person whatsoever, counterfeiting a licence; shall forfeit twenty pounds, and suffer such punishment as by law may be inflicted; and any seaman, so offending, shall be incapable of the benefit of this act.

Seamen, inhabiting the Cinque Ports, to be registered in such places, and by such persons as the  
lord



lord warden shall appoint; and to enjoy the same benefits, and to be liable to the same penalties, in case of absenting from the service, or disobeying the lord warden's summons, as the persons registered elsewhere. The said registerers to take their oaths before the lord warden, governor of Dover, or his deputy, or some mayor of the Cinque-Ports.

No registered person shall, by virtue of any of the powers before-mentioned, be obliged to serve as a land-soldier, but only as a seaman in his majesty's fleet.

Provided always, That nothing in this act extends to the debarring any person from being a chaplain, surgeon, or any other officer, in any office of the navy, not of necessity to be executed by a seafaring man.

Having stated the bill, passed in the time of king William, for raising men, &c. I come now to that of Mr. Pulteney, which, from the useful remarks respecting the expences that attend the impress-service, deserves attention, I have therefore subjoined them.

#### ABSTRACT OF THE BILL,

*" More effectually to supply his majesty's ships of war  
 " with seamen, when occasion may require; and to  
 " encourage men, under certain regulations and  
 " bounties, voluntarily to engage themselves for  
 " that service, whenever they shall be duly called  
 " forth."*

The Preamble states—" Whereas the method  
 " adopted so frequently, of late years, to collect sea-  
 " men for his majesty's service by press-warrants,  
 " has been found very inconvenient and oppressive;  
 " and whereas nothing would contribute more to  
 " support the honour, strength, wealth, safety, and  
 " happiness,



" happiness, of his majesty's dominions than the  
 " command of a large body of seamen, who should  
 " at all times, upon notice given, be ready to man  
 " his majesty's ships of war, and be induced, by  
 " every tie of honour and interest, voluntarily, and  
 " immediately, to assemble themselves for that pur-  
 " pose."

#### MARINE-OFFICE.

The bill enacts, That certain offices shall be estab-  
 lished in different parts of the kingdom of Great  
 Britain, to be called " Marine-Offices." That the  
 head Marine-Office shall be in London or West-  
 minster, with a president, and twenty-nine assistants.  
 That the president, vice-president, and seven assist-  
 ants, with annual salaries, shall be appointed a com-  
 mittee, and called by the name of " The president  
 and assistants of the Marine-Board." That, besides  
 the head office before-mentioned, there shall be  
 fixed, within the cities of London and Westminster,  
 so many subordinate Marine-Offices as may be found  
 necessary; and also one or more at sundry other  
 places in the kingdom, named for that purpose, with  
 a superintendant to each of them, at a salary not  
 exceeding two hundred pounds per annum; and  
 that certain books should be kept at each of the  
 offices.

#### NURSERY.

That young men shall be allowed a certain time  
 for trial of the sea-service; and, at the expiration  
 thereof, those who wish to continue shall, provided  
 they are under eighteen years of age, be indentured.  
 That the superintendants of the subordinate offices,  
 shall endeavour to procure masters, if necessary, for  
 such boys as have made trial, and approve of the  
 sea-

sea-service ; and that apprentices shall, if required, be turned over from one master to another. That all persons, who have been three years or upwards in any river-craft, shall, upon application, have a certificate, to serve at sea under the description of watermen, for one year, without being indentured ; and all persons of the age of eighteen years and upwards, at the time of their going to sea, shall be allowed to go with certificates, under the name of landmen, for the space of two years, without being indentured ; and that the certificates of such watermen or landmen shall serve as their protection from impress, during those periods which they severally express.

*Fellowship of Seamen.*

That a fellowship of seamen be established throughout the kingdom of Great Britain, under certain regulations and bounties, to encourage men to become members thereof, for the important purpose of entering voluntarily in the service of the state when wanted ; which fellowship shall be divided into five distinct classes.

That all who have served at sea, as apprentices, or as watermen or landmen, shall, at the expiration of their several services, be admitted into the first class of the fellowship ; that all seamen, under certain circumstances, shall be admitted in one or other of the three first classes, according to their several ages and times of service at sea ; namely, those of eighteen years of age, and three years service at sea, shall be admitted into the first class ; those of twenty-seven years of age, and twelve years service at sea, into the second class ; and those of thirty-four years of age, and nineteen years service at sea, into the third class. And that every member of the fellow-



ship shall pass out of one class into another, at certain periods, with a right to all the pensions, privileges, and benefits, annexed to those classes to which they severally belong. All those, who come into the first class at eighteen years of age, shall continue nine years in that class, seven in the second, six in the third, six in the fourth, and five in the fifth; they will then be fifty-one years of age, and exempted from any farther service in the royal navy. That all those who shall become totally unfit for farther service, whilst they are in the first class, will have an annuity of not less than nine pounds, nor more than twelve pounds, during life; those, who come upon the pension-list in the second class, shall have from twelve to fifteen pounds; in the third class, from fifteen to eighteen pounds; in the fourth class, from eighteen to twenty-one pounds; and, in the fifth or last class, from twenty-one to twenty-four pounds. Every member of the fellowship will, on his coming out of this class, be entitled to an annuity of ten pounds, whilst he continues capable of service; and that pension, when he becomes incapable of any farther employment upon the water, shall be augmented to twenty-one or twenty-four pounds per annum for life. That every member of the first class, when entered on-board any of his majesty's ships of war, shall receive three guineas bounty; those of the second class, when serving either as foremast-men or petty-officers, shall have each five shillings and six-pence per month additional wages; and those of the third, fourth, and fifth, classes, seven shillings and six-pence per month additional wages. That all fellowship-seamen shall, in case of shipwreck, receive assistance from the superintendant of the port where they first arrive. That the widows of such fellowship-seamen as

shall



shall be killed in his majesty's service, or in that of the merchant, or by any accident, in the execution of his duty, shall be entitled to an annuity of five pounds, from the age of forty years to that of fifty; and then to be augmented to seven pounds per annum. That the children of every such seaman shall be provided for until the age of thirteen years, or until the girls can be put out to service, and the boys apprenticed to the sea, or some other occupation. That the wages and effects of all deceased fellowship-seamen, who die abroad, shall be deposited or paid into the hands of the superintendant of the port where the ship first arrives, for the benefit of their relations, or other legal claimants. That every member of the fellowship shall be protected from fraud, imposition, and abuse, at the expence of the marine fund. That they shall be exempted from arrests for debt not exceeding twenty pounds; from serving as peace or parish officers, and from doing highway-duty, commonly called statute-work; and that they shall be entitled to exercise trades, as officers, mariners, and soldiers, who have been in his majesty's service, are entitled. That every fellowship-seaman shall be protected from warrants of impress, provided that he answers every call in forty eight hours after due notice, if within thirty miles of the office, and in proportion for any greater distance. That every fellowship-seaman, who shall be found to have changed his name, on any account whatever, unless duly authorized so to do, and every person convicted of forging, counterfeiting, erasing, or altering, any certificate, in order to obtain any pension, allowance, benefit, or privilege, under this act, shall be subject to the like punishment as an incorrigible rogue is subject to. And, that every person, giving

information of such offences, shall, upon due conviction, be entitled to receive ten pounds.

*Corporation.*

That for the good government of the fellowship of seamen, and the better regulating all matters to be done and performed under the direction of this act, the president, vice-president, and assistants, of the head marine-office, shall be formed into one body corporate, under the name of "The President and Assistants of the Fellowship of Seamen:" and that certain persons shall be appointed the members, who, in the first instance, constitute that body. That the said president and assistants shall have power to fill up vacancies, in order to perpetuate the succession, such new members to be approved of by the crown; to make by-laws for the better regulating all matters to be performed under the direction of this act; to call general courts; to decide questions by ballot or otherwise; and to appoint a treasurer and a secretary, with salaries not exceeding two hundred pounds per annum. That certain persons shall be nominated and appointed to constitute the first committee, or marine-board, for the purposes of this act. That all the vacancies, by death, resignation, or removal, shall be filled up, by ballot, out of the corporate body; and that the said committee shall continue for the space of five years, when there shall be a new election, at a general court held for that purpose. That the president and assistants shall have power to examine the proceedings of the marine-board, and to give such directions as they shall, from time to time, judge necessary; and that every member of the corporate body shall, after election, and before he begins to act, take a certain oath, set forth in the bill.

*Masters.*



*Musters.*

That no ship, or vessel, not belonging to his majesty, shall sail outward from any port or place within the kingdom of Great Britain, on a foreign voyage, until the men, engaged to serve on-board any such ship, or vessel, shall have been mustered in a manner particularly set forth and described in the act. That proper notice shall be given, in writing, to the marine-office of the port, where any ship, or vessel, shall then lie, two days at least previous to the intended muster; that the men, engaged to serve on-board for that voyage, will be ready for the muster on the next day after the expiration of such notice. That the master of every ship, or vessel, in the crew of which any change shall have happened after the muster, and previous to her getting to sea, shall send an account of such change, in writing, to the superintendant of the marine-office, with the name and proper description of every new man, signed by himself and chief mate, under the penalty of twenty pounds.

That, at the return of any ship, or vessel, into any port or place in Great Britain, a muster shall be made inwards, in like manner as before directed for the muster outwards; and that the master of every such ship shall, upon summons sent to him for that purpose, attend the marine-office, to be examined as to any matter or thing respecting his conduct towards his ship's company during the voyage, under the penalty of twenty pounds. That the owner or master of every ship, or vessel, arriving at any port or place in Great Britain, shall, previous to the discharging of any of the men belonging to the same, give twenty-four hours notice, in writing, to the marine-office, that he will be ready for muster on the day next after the expiration of such notice.

That

That in case any superintendant shall neglect to muster outwards, after proper notice received for that purpose, the master of every such ship, or vessel, shall be allowed to depart, after having waited until the time for muster is expired; but shall, at the port where he is required to muster afterwards, enter a complaint on oath, before the superintendant of that port, against the mustering-officer of the port, whence he departed, for his neglect. That in case the proper officer shall neglect to muster the crew of any ship or vessel inwards, notwithstanding proper notice received for that purpose, the master of the ship, or vessel, shall have liberty to discharge his men, first making oath of the neglect of such mustering-officer before a justice of the peace, or other authorized magistrate, and the neglecting officer shall be liable to a forfeiture not exceeding fifty pounds. That if any master shall neglect to make such complaint as aforesaid, upon the neglect of muster by any superintendant, he shall be liable to the same penalty as herein-before directed, for neglecting to give notice for the mustering of the ship's crew.

That in order to prevent inconveniences to ships and vessels employed in the coasting trade, on account of the shortness of their stay in port, and frequent returns from place to place, the presidents and assistants of the marine-board shall, when and as often as they shall think proper, direct that the master of any such vessel shall send to the marine-office of the port, where he then lies, an exact descriptive account of his crew, signed by himself and chief mate; and that a copy of such account shall be delivered to the marine-office of the port where any such ship shall put into, for the purpose of unloading or loading a cargo, under a penalty not exceeding ten pounds.

*Rotation-*



*Rotation-Books.*

That for the more easy return of fellowship-seamen, when called into the service of his majesty in their due rotation, books shall be provided at each marine-office throughout the kingdom; in which shall be entered the names of all the fellowship-seamen, in alphabetical order. That such books shall be completed, from time to time, under the direction of the president and assistants of the marine-board, with such alterations and additions as may, from various circumstances, happen; and, when any number of such seamen shall have served his majesty upon any call, a mark or marks shall be added to every such seaman respectively, to denote the number of times he, or they, may have so served, for the purpose of keeping a just rotation of service, as far as the same can be done without prejudice to the state; which, being entered in the books of the head marine-office, shall be transmitted, by lists of such men's names, together with the marks added, to be entered in like manner in the books of all subordinate offices; and, when any call shall be made upon the fellowship-seamen, the superintendant of each subordinate office shall, in all cases, as far as may be, return those men first who have served the least, according to such distinguishing marks.

*Admiralty.*

That whenever the lord high admiral of Great Britain, or the commissioners of the admiralty, or any three of them, shall signify their desire to the marine-board, to have any information given respecting the numbers of seamen in the fellowship, or of the general state of the proceedings carried on  
under

under the powers of this act, the marine-board shall forthwith comply with such request, so far as it is in their power so to do.

That the lords commissioners of the admiralty shall, whenever they deem it necessary, give directions to the marine-board what number of fellowship-seamen shall be called forth, and receive, within three days, a copy of the orders sent to the subordinate offices, in consequence of the orders received from the board of admiralty, or proof of some reasonable cause for not doing it; and that, in case of failure in the marine-board, the lords commissioners of the admiralty are authorised to issue their orders to any or all of the subordinate marine-offices; and, until the number of men, wanted to man his majesty's ships of war, shall be obtained, every power vested in the marine-board over the superintendants of the subordinate offices shall be transferred to, and vested in, the lords commissioners of the admiralty.

*Call of Fellowship-Seamen.*

That the superintendants of the subordinate offices shall call the fellowship-seamen into the service of the state, by publishing notices throughout their different districts. That such notices shall be published within twenty-four hours after receiving the orders from the marine-board. That the constables of every hundred, or division, with the chief officer of every city, town-corporate, or liberty, shall see the warrants of the superintendant of the district executed, respecting the aforesaid notices, throughout their respective parishes, hamlets, cities, towns, villages, districts, divisions, or liberties. That the time of fellowship-seamens serving on-board his majesty's ships of war shall be limited to five years,  
and



and then to be exchanged, by man for man, out of the fellowship. And that any fellowship-seaman shall be allowed to find a substitute of the fellowship, to serve in his stead, provided that the superintendant before whom he may appear, shall approve of such substitute. That such fellowship-seamen as neglect to appear, when properly called for, shall be apprehended, and sent by a justice of the peace to the nearest marine-office; and, if deemed a deserter by the superintendant of such office, he shall be conveyed or sent by him to take his trial by a court-martial. That every master, or other person, having charge of any ship, or vessel, who shall secrete any person offending against this act, with a view to screen him from punishment, or from search made after him, shall forfeit and pay the sum of twenty pounds. That the superintendant of the subordinate offices shall have power, in cases of emergency, to prevent the sailing of any ship, or vessel, within their respective districts, until the number of seamen wanted for the public service shall have been obtained. And that such fellowship-seamen as may have been sent out much out of their due rotation, on such occasions, shall afterwards be exchanged.

#### *Desertion.*

That in order more effectually to prevent desertion, both from the navy and merchant-service, every fellowship-seaman who shall quit any ship, or vessel, to which he belongs, without leave, and shall be proved a deserter, shall be immediately expelled out of the fellowship, and shall not be restored, without consent, in writing, obtained from the president and assistants of the marine-board.

#### *Wages.*

For the more effectual prevention of such delays, difficulties, dangers, and losses, as have often arisen  
from

from disputes between the seamen, and the ship-owners, in different ports of the kingdom; and, in order to encourage British seamen to continue in British ships in time of peace, and also to encourage ship-owners to take apprentices, and foreigners to come into the service of such owners, in time of war, the bill enacts, That in ——— months, after the passing of this act, “ the pay of every ABLE seaman, in time of peace, shall be fifty shillings per voyage, in the coal-trade, between Newcastle and London, and so in proportion for all other coasting voyages; thirty shillings per month, in trading to any port or place which lies to the southward of the South-Foreland; and thirty-five shillings per month, in trading to and from all such ports or places as are situated to the northward of the aforesaid Foreland. That the wages of every ABLE seaman, in time of war, shall be five pounds per voyage in the coal-trade as aforesaid, and so in proportion for every other coasting voyage; three pounds ten shillings per month, in all voyages where wages are agreed for, reckoned and paid for by the month: and the wages of every ordinary seaman shall, in all cases, be less than those before-mentioned. And every owner, master, commander, or other person, giving, or agreeing to give, any less wages in time of peace, or any greater in time of war, than those limited and ascertained as aforesaid, shall, upon conviction, forfeit and pay any sum not exceeding twenty pounds.”

*Fund.*

That a fund shall be established, for defraying the several expences which must arise from the due execution of this act. That all ships and vessels,  
and



and all river-craft of twenty tons and upwards, shall pay sixpence per ton, annually. That the tonnage of all ships and vessels, trading by sea, shall be ascertained by their Greenwich-hospital or light bills: and that of river-craft by their capacity for carrying. That the money shall be paid annually by the several owners, within ten days after notice from the superintendant of the respective district, and a certificate of the payment obtained; and every owner, neglecting to pay within the time limited, shall forfeit and pay double the sum of his tonnage-duty. That the superintendant of every marine-office shall have authority to demand a sight of such certificate as aforesaid, and, if not produced, to detain every such vessel until the money is paid, and all reasonable charges, or satisfactory proof given that it has been paid. That the tonnage of all river-craft shall be written, printed, or engraved, on some conspicuous part of every barge, lighter, keel, and boat, under the penalty of any sum not exceeding twenty pounds. That if any river-craft shall, at any time, carry five tons or upwards more than is expressed on such barge, lighter, keel, or boat, the owner of every such craft shall forfeit and pay the sum of twenty pounds, one half of which shall be paid to the person or persons giving such information of the same. That all seamen, not of the fellowship, shall pay sixpence per month. That for every search of the office-books, and also for every account given of the money and effects of deceased seamen, shall be paid one shilling by the person demanding the same; and also five per cent. for every balance paid to every legal claimant. That every person, acting as a lumper on-board of any vessel, shall pay ten shillings and sixpence, annually, for a certificate. That all commanders, and certain officers of merchant-

chant-ships, being of the fellowship of seamen, shall be exempted from serving in any of his majesty's ships of war whilst they act in such stations, and shall each pay — per month, on account of that exemption. That the wages, goods, and effects, of all deserted seamen, shall (after the deduction of such extra expences as shall appear to have been incurred by procuring other men in their stead) be paid into the marine fund. That all who do not comply with the rules, orders, and directions, of this act, with the payment of wages, and the deposit of effects, belonging to any deceased or deserted seamen, shall forfeit and pay twenty pounds. That the presidents and assistants, in their corporate capacity, shall bring suits at law for injuries done to individuals, and for recovery of penalties and forfeitures.

*Regulations.*

That all the subordinate marine-offices shall be under the direction and management of the president and assistants of the marine-board; and shall, in all cases of doubt and difficulty, apply to them for instruction. That in every matter, within the jurisdiction of any marine-office, every member of the marine-board, and also every superintendant of a subordinate marine-office, shall have power to administer oaths. That returns shall be made from every subordinate office, throughout the kingdom, to the head marine-office in London, at such periods, and in such manner and form, as the president and assistants of the marine-board shall direct. That all sums of money shall be paid into the hands of the superintendant of the district where they respectively become payable, unless otherwise ordered by the marine-board. That the annuity of every fellowship seaman, and also of every widow, entitled as  
afore said,



aforesaid, shall be paid to him or her, quarterly, by the superintendant of the district in which he or she may then reside.

*Conviction of Offenders.*

That, in all cases where no particular directions are given, the conviction of offenders shall be had before two or more justices of the peace, or before the mayor, bailiff, or other head officer of any corporation, together with one or more justices of the peace. That it shall be lawful for them to issue warrants of distress against the offenders, and, if no sufficient distress shall be found to answer the payment, to commit them to the common jail, or house of correction, for any time not exceeding six months.

*Appeal.*

That persons, who shall think themselves aggrieved by the decision of any superintendant of a subordinate office, may appeal to the president and assistants of the marine-board; and in case any person shall think himself or herself aggrieved by the decision of any justice of the peace, mayor, bailiff, or other such officer of the peace, held within the district of the office where such decision shall have been made.

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A BRIEF DEFENCE OF THE BILL.

AS various objections have been made to the Seamen's Bill, it becomes necessary to state and refute them. One objector says, Following seamen, to serve in the royal navy, will end in compulsion: and he gravely asks, where then will be the difference between the scheme for procuring volunteers,

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and the present mode of manning the navy by impressing? To this it may be answered, the one is only compelling men to the performance of their voluntary engagements, but the other is forcing them to do that which they never stood particularly engaged to perform: the former is perfectly consistent with the rules of civil society; but the latter is directly repugnant to every idea of justice. In the one case, the seamen are treated as Britons; in the other, they are dragged away like slaves. In short, no two persons can be more different from each other, respecting situation and obligation, than one who enters a volunteer into the navy, and one who is impressed into his majesty's service; and yet the latter, by deserting that service into which he was forced, becomes capitally punishable by the law to which he never subjected himself.

It has also been said in favour of impressing, and, consequently, against the bill, that, as every person knows, when he enters into the sea-service, he will be liable to be impressed into the navy in time of war, he cannot deem his being forced to serve in the navy a hardship. Here it may be necessary to ask, by what law, or construction of law, do those, who use this argument, divest British seamen of their birthright privilege? Argument, did we say—we retract the expression; it has not even the semblance of argument; and, considered simply in itself, it is not worthy of the least notice: but, as men of rank and ability frequently use it in a bad cause, we proceed to the following observations. No Briton can forfeit his right to freedom, unless by some act of delinquency; but the entering into the sea-service is no act of delinquency: therefore we conclude, that no Briton can, by the simple act of going to sea, become legally divested of his right  
of



of freedom. In a state of nature no man acknowledges a superior; every one is governed by his own will; but men, in becoming members of society, give up their natural right, in order to render their social rights, or civil rights, more permanent; they give up their right to self-government, and agree to regulate all their future actions by the will of society. In every civil society, there is a mutual compact between each individual and that state of which he is a member: the individual is bound to support the state, which, in return, is bound to govern him uprightly, and support him effectually, in the full enjoyment of all his rights and privileges. When an individual offends against the laws of the community, he may be punished as a member, or cut off by transportation or death: but, when an individual is materially injured by the governing powers of the state, and the courts of law refuse to give relief, the injured party, thus rendered incapable of obtaining redress, can only declare, that the compact between the community and him has been broken by the state, and that he is thereby freed from any farther obligation as a member.

Some say, that, although there is not any positive law for impressing seamen into the service of the state, the custom is fully warranted by implication; the act of the 13th of George the Second, chap. 17. in saying, that no person under the age of eighteen, or above fifty-five, shall be impressed, implies, that, between those periods, they are proper objects for the impress; and, in saying that apprentices shall be protected for the space of three years, and landmen for two years, to be computed from the time of their severally going to sea, it implies, that, after those times are fully elapsed, they are liable to be impressed. We freely admit the implication; but,

at the same time, we insist, that no implication whatever can possibly stand in competition with the spirit of the constitution and the express letter of the law. *Magna Charta* says, " No freeman " shall be *taken* or *imprisoned*, or disseized of his " freehold, or of his *liberty*, or of his customs, to " be outlawed or banished, or otherwise destroyed ; " nor shall the king pass upon or *commit* him to " *prison*, unless by the *lawful* judgement of twelve " of his peers, or by the law of the land." We will venture to say, that British seamen were never thus adjudged to the loss of liberty, and yet the admiralty, whenever the ministry think proper to advise the measure, have never scrupled to deprive them of it by force of arms.

Some infer the right of government to force seamen into the service of the state from immemorial custom ; but this plea is easily set aside. It is a *rule*, in our common law, that no length of possession, taken by *violence*, can give a right : but the impressing of seamen has always been carried on by violence ; therefore we conclude, that no duration of a custom, so exercised, can possibly convey the least shadow of a right for its continuance.

Some argue, that necessity is above all law ; that the forcing of seamen into the service of the state, in time of war, arises from mere necessity ; and therefore they conclude, that the practice of impressing seamen, in time of war, is above all law. But we take the liberty to deny the minor proposition ; absolute necessity can never exist where any alternative remains to be tried ; but several constitutional alternatives, besides that of offering a bounty of five pounds to every able, and three pounds to every ordinary, seaman, yet remain for trial ; and therefore we conclude, that the illegal, unconstitutional, and  
oppressive,



oppressive, custom, of forcing our brave seamen into the royal navy, has never yet arisen from clear and absolute necessity.

Some infer the necessity of impressing seamen in time of war, from the ignorance of others respecting the seafaring business: but seamen never attempted to prevent men of property from going to sea, in order to acquire such knowledge as would enable them to act against the enemy in time of war. Besides, the ignorance of one man can never furnish a just plea for his forcing another to sacrifice his liberty, and even his existence, in his defence. Such a sacrifice is the greatest that one man can possibly make for another; more especially when the person so devoted is a seaman: for, as that class of men have little or no property, they may justly be said to sacrifice their all, when forced into the navy to fight the common enemy.

Others say, that the manning of the royal navy belongs properly to the lords commissioners of the admiralty. That it is their business to procure men for that important purpose; and therefore, if they do not do their duty in that respect, they ought to be dismissed from their office, and others appointed in their stead, rather than make any innovation in the mode of manning his majesty's ships of war. But it would be rather hard, in our opinion, to dismiss the present lords commissioners of the admiralty for not doing that which none of their predecessors in office ever attempted to do, and which probably they never thought either their interest or their duty required them to accomplish. The gentlemen of the admiralty have much to lose by the operation of the bill, and therefore cannot reasonably be supposed to prove *very earnest* in wishing it to pass into a law.

It has been confidently asserted, that the bill, instead of manning, will unman, the royal navy : but how any one can possibly entertain such an idea is not easy to imagine. Perhaps they affect to believe, that the making of seamen more thoughtful and orderly will destroy their usefulness ; but such an assertion represents our brave seamen as little better than irrational beings, and therefore it deserves to be treated with universal contempt. It is astonishing to think how Britons can suppose it necessary and just, that more than a hundred and twenty thousand of their most valuable fellow-subjects should not only lose their personal liberty, be robbed of a considerable part of their pecuniary right, and exposed to imminent danger, but also give up their rational powers, in order to become fitter instruments for the defence of the person and property of their merciless enslavers!

Some again take it into their head, that the bill tends to make a monopoly of seamen, and that it should therefore be opposed: but the idea is so clearly founded in ignorance that it hardly deserves a serious refutation. To monopolize seamen would be to engross or confine them to some particular service; but, should the seamen's bill pass into a law, fellowship-seamen will be as much at liberty to choose the particular service in which they shall incline to go as they are now; therefore it clearly follows, that the bill cannot have the least tendency to form a monopoly of seamen. In short, fellowship-seamen will not be obliged to go into any service, that of the state excepted; and their obligation to that service will arise solely from their prior and voluntary engagement to come forward when properly called upon for that purpose. Here it is worthy of remark, that government itself cannot  
justly



justly claim a monopoly of fellowship seamen ; for it is only entitled to a prior, not an exclusive right to their service ; and such service is not to be continued during the pleasure of the admiralty, but for a limited time only. Such an obligation to serve the public, must, in our opinion, prove very agreeable to all those who are concerned in private sea-service, because it is voluntary ; and it certainly ought to be highly approved of by every branch of government, more especially by the admiralty ; because, so far as the bill shall operate, it will furnish volunteers for the navy : and, respecting those who shall refuse to become members of the fellowship, it will leave the lords commissioners of the admiralty in the full possession of their favourite power, to force unthinking seamen into the service of the state, with a much better grace than they ever did or otherwise could do.

Some have even thought proper to say, that the bill would injure the nursery for seamen, and, in particular, that it would operate against the taking of parish-boys apprentices to the sea ; but such objectors are exceedingly deceived. The bill, by obliging all youths who go to sea under eighteen years to become apprentices, by ordering the indentures of the parish-boys to be enrolled gratis, and by encouraging watermen to go to sea under certificates, certainly tends to promote the nursery for seamen much more than any thing that ever was tried for that important purpose.

Some say, that a voluntary register for seamen was tried in the reign of king William the Third, and proved ineffectual ; and thence they conclude, that the present scheme will not answer the intended purpose. But the register, which began in the year 1697, was very different from that now proposed ;

it was partial, respecting both number and place, and the encouragement it offered was trifling: thirty thousand was the number of men proposed, the cinque-ports were the places for registering their names, and forty shillings a year the encouragement. The act passed in the ninth of William the Third, and was repealed in the ninth of queen Anne.

It has been said, that the bill is intended to give great power to a set of men who probably may abuse it.--We readily admit the fact. The marine scheme, like all other human institutions, is to be executed at all times, and in all places, by men, and not by angels; therefore infallibility cannot reasonably be expected. Great pains have been taken to prevent temptations to do wrong, by confining every person entrusted with power to his respective salary, without allowing any perquisites of office; and by making all the superintendants accountable to the marine-board, and that board accountable to the corporate body, for every part of their official conduct. Should any person furnish any thing that will judiciously strengthen the necessary prevention, they will thereby render that part of the bill more efficacious in its operation, and merit the thanks of all concerned.

Upon the whole, it may justly be said, that such objectors do not view the impressing business in its true light; for, otherwise, they would cheerfully embrace, and strenuously support, a scheme, which is clearly calculated to render that disgraceful practice unnecessary. The manning his majesty's ships by force and arms is no less impolitic than unconstitutional. It is impossible to suppose, that violating the rights of our gallant seamen can induce them to defend those of their oppressors; and yet such is the treatment they always receive, when called upon



to sacrifice their liberties and their lives in the defence of their fellow-subjects. Is there any thing to prompt men, so grossly abused, to direct their martial efforts against the enemy rather than on those who robbed them of the greatest privilege they derived from the constitution of their country? And is it reasonable to suppose that men, endowed with rational powers, will fight for blessings they never enjoy, longer than is consistent with the pleasure of his majesty's ministers, and for the freedom and happiness of those who treat them as slaves? The supposition is certainly unreasonable; and yet, such is the attachment of British seamen to their sovereign, and so great is their love to their native country, that, whenever they meet the common enemy, they seem to forget their numerous wrongs, and do every thing in their power to support the honour of the British flag.

Surely it would well become this great commercial nation to appropriate a small portion of its vast wealth to the future benefit and happiness of that class of men, who are highly valuable in peace, and decidedly inestimable in time of war. The custom of enslaving our brave defenders, whenever their peerless abilities are wanted, is disgraceful to the community; and, unless the hateful mode is soon changed for one more generous, constitutional, and humane, it may, ere long, prove the ruin of the British empire.

*The Expences supposed to attend the proposed Fellowship of Seamen.*

At the end of 7 years, the number of } 96,350  
 men in the fellowship — — — — —  
 Pensioners — — — — — 4,100  
 Annual expence, on an average, £ 42,174.

At the end of 18 years, men in the fel- } 100,000  
 lowship — — — — —  
 Pensioners — — — — — 8,000  
 Half-pensioners — — — — — 7,325  
 Annual expence, £ 183,239.

At the end of 36 years, men in the fel- } 100,000  
 lowship — — — — —  
 Pensioners — — — — — 12,759  
 Half-pensioners — — — — — 11,551  
 Annual expence, £ 277,461.

At the end of 54 years, men in the fel- } 100,000  
 lowship — — — — —  
 Pensioners — — — — — 14,448  
 Half-pensioners — — — — — 12,808  
 Annual expence, £ 316,273.

Reckoning the men to die at the rate of one in every 25, instead of one in 30, the following deductions have been made in the expence of the pensioners; namely,

At the end of 18 years, £ 15,000.

At the end of 36 years, £ 25,500.

At the end of 54 years, £ 30,050.

N. B. Neither the expence of government, nor that of the different offices, are included; the former is estimated at £ 40,000 per annum, the latter at £ 24,240.

Number



Number of fellowship-men in the 1st class	42,700
Ditto ——— in the 2d class	23,300
Ditto ——— in the 3d class	15,000
Ditto ——— in the 4th class	11,500
Ditto ——— in the 5th class	7,500

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In all 100,000

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Number of men in the five classes	—	100,000
Pensioners of the classes	— 12,000	} 14,488
Ditto out of the classes	— 2,488	
Men gone through the classes, and not on the whole pension list	— —	12,808
		<hr/> 127,296 <hr/>

Allowing 3,333 to die annually, 1,000 to become pensioners, 1,320 to go out of the fifth class, and 347 to quit the sea-faring business; such decrease will be exactly equal to the annual supply of 6,000, supposed to come into the fellowship every year, from apprentices, watermen, and landmen.

*Expence of the Impress during a Six Years War.*

Expence of 65,000 men, at fifty pounds  
per man — — — — £ 3,250,000

Allowing 5,000 seamen to die annually,  
3,000 to be rendered incapable, and 12,000  
to desert; which, in a six years war, will  
be 120,000 men; cost government to re-  
place them, at £ 50 per man — £ 6,000,000

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£ 9,250,000

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The interest at 6 per cent is — — £ 555,000

Supposing

Supposing the men to cost thirty pounds only, instead of fifty, the amount will be £ 5,550,000 ; and the interest at 6 per cent. — — — £ 333,000

In the three wars, supposed to happen in the course of fifty-four years, the exigence will be — — — £ 16,650,000

And the annual interest, at 6 per cent. £ 999,000

Thus it appears, that a body of 100,000 able seamen, between the age of 18 and 51 years, may be kept up for the important purpose of serving the state, when properly called upon ; and 27,296 more pensioned, from nine to twenty-four pounds per annum ; 12,808 of whom will always be fit for the merchant-service, especially in time of war : and that the whole annual expence attending the keeping up and supporting such a number of valuable and deserving men, will, at the end of fifty-four years, be less than one-third of the interest of the money expended by the mode of impressing, in the course of three wars of six years each, even reckoning the men to cost government only thirty pounds each on an average. The bill is, in our opinion, clearly calculated to serve our brave seamen, benefit our ship-owners, extend our commerce, promote the public service, and strengthen the state ; and we are persuaded no attempts will be made against it in parliament, unless they arise from mistaken notions, or self-interested motives. The bill invites seamen, by privileges and emoluments, to declare themselves volunteers for the state, by becoming members of the fellowship ; and it provides for the bringing them into the actual service of the public when wanted. Should any think the encouragement too small, and the means proposed for bringing the men forward



forward when the exigences of the state require their service, inadequate to that purpose, their adding to the former, and rendering the other more effectual, will do real honour to themselves, add considerably to the happiness of our inestimable seamen, and render essential service to the empire.

*Note,* The following are our authorities for estimating the expence of impressing men into the public service at fifty pounds each, and for reckoning that those who die, and become incapable in the royal navy, and those who run from it, amount, on an average, to twenty thousand annually. We have been credibly informed, that the expence at Liverpool, in the year 1762, amounted to forty pounds per man; and that at Lancaster, in the same year, they cost more than one hundred and ninety pounds per man. Although we do not think that men cost so much in every other place, we are persuaded, that the whole expence of the impress-service throughout the kingdom, including the detentions of our ships of war for the purpose of completing their crews, and the increasing wages and provisions of their men until those periods, cannot be less than fifty pounds per man. And as two of the lords commissioners of the admiralty declared, in the house of commons, that no less than forty thousand men had deserted from the navy in the years 1779 and 1780, we think we may venture to say, that the number lost to the royal navy in time of war, by desertion, incapacity, and death, amount to at least twenty thousand men.

I will now state the rules of the French, previous to the revolution, in registering and classing their seamen, viz.

*The Arrangement of the Classes of Seamen registered for manning the French Navy.*

A R T. I.

All the sea-coasts and rivers, subject to the order of classes, shall continue to be divided into six departments ; that is to say, Brest, Toulon, Rochefort, Havre, Dunkirk, and Bourdeaux.

II.

The departments of Brest, Havre, and Dunkirk, shall belong to the port of Brest ; and shall be particularly destined to supply the seamen and workmen, necessary towards the equipment, building, and works, of that port.

The department of Toulon shall, in like manner, belong to that port ; and those of Rochefort and Bourdeaux to the port of Rochefort.

III.

Every department shall be divided into quarters, and every quarter into syndicats of the seamen.

IV.

The department of Brest shall comprehend twenty quarters, viz. St. Malo, Dinan, St. Brieuc, Trequier, Morlaix, Brest le Conquet ; to which shall be united these, Quemper, to which shall be again united, De Concerneau, L'Orient, Vannis, Belleisle, Le Croix, Paimbeauf, Nantes, Ingrande, Angers, Samur, Tours, Orleans, Nevers.

V.

The department of Toulon shall comprehend twelve quarters, viz. Antibes, to which shall be re-united



united those of De Connes, St. Tropez; to which shall be united those of Frejus, Toulon, Le Seine, Le Ciotat, Marseille, Le Martigues, Arles, Cette, Agde, Narbonne, L'Isle de Corse.

## VI.

The department of Rochefort shall comprehend ten quarters, viz. Noirmoutier, to which shall be united those of L'Isle Dyea, Les Sables d'Olonne, Le Rochelle, L'Isle de Re, L'Isle d'Oleron, Rochefort, Saintes, Angouleme, Royan, Marennes.

## VII.

The department of Havre shall comprehend nine quarters, viz. Dieppe, Fecamp, Le Havre, Rouen, Honfleur, Caen, Cherbourg, Le Hogue, Granville.

## VIII.

The department of Dunkirk shall comprehend four quarters, viz. Dunkirk, Calais, Boulogne, St. Vallery sur Sommer.

## IX.

The department of Bourdeaux shall comprehend fifteen quarters, viz. Bourdeaux, Blaye, Teste de Buch, Liboarne, Bergerac, Souillac, Bayonne, St. Jean de Lux, Dax, Langon, Villeneuve, d'Angenoes, Cahors, Thoulouse; to which shall be united those of Cazeret, Montauban, Auvillars.

The division of every quarter in syndicats of seamen shall be regulated after their extent, and the number of men classed which they may contain. And there shall be a statement of these particulars made out by the marine minister.

*Officers intended for the Administration of the Classes.*

A R T. I.

There shall be established an inspector-general of the classes, who shall be chosen from amongst the general officers of the marine.

II.

There shall also be established four inspectors particular, of which one shall be for the Brest department, another for that of Toulon, another for Rochefort and Bourdeaux, and one for those of Havre and Dunkirk. These inspectors shall be subordinate to the inspector-general, and chosen from the captains of the navy who have retired from the service on half-pay.

III.

The inspectors shall be divided into circles, composed of one or more quarters, according to the state of the annexed list. And there shall be proposed to each circle an officer, under the title of chief of the classes, who shall be subordinate to the inspector, and who shall be always chosen from amongst the captains or lieutenants of the navy, superannuated, or on half-pay.

IV.

There shall belong, to each circle of the coast, an officer from the superannuated list, taken from some of the lower ranks in the navy, to assist the chief of the classes, and to act for him in a case of necessity; and two of them shall be placed in the circles of Brest, Nantes, and Bourdeaux.

V.

There shall be one commissary of the classes, in each of the seventy quarters above-mentioned, who shall be chosen from the clerks of the navy.

VI. The



VI.

The commissaries shall be under the orders of intendants of each of their respective departments, for all that concerns every thing respecting the navigation of the merchants, the lists of the ships companies, and to what relates to the classing, the raising, and reviewing, of the men; and they shall conform themselves to the orders which shall be given them by the inspectors.

VII.

There shall be established in every syndicat, forming the subdivision of the quarters, a syndic of the seamen, who shall be under the orders of the chief of the classes of the commissary of the quarter.

VIII.

These syndics shall be chosen, as much as possible, from the masters and sea-officers retired from the service, the merchant-captains and mates; and, in default of them, from the serjeants and lower officers of the marine troops, who shall be found to possess the necessary qualities; and they shall be named, upon the chiefs of captains and commissaries, by the particular inspectors, who shall give an account to the marine minister of state.

IX.

There shall be, in each quarter, a treasurer, charged with the money-chest of the seamen; and their treasurer shall be under the inspection of the commissaries of classes.

X.

The pay of the inspectors shall be £ 180 per annum; and the sum of £ 50 shall be paid annually for a secretary.

The pay of the chiefs of classes shall be £ 75, and there shall also be paid £ 25 for the expence  
F of

of a secretary. And the officers belonging to the circles of the classes shall have £ 45 per annum.

XI.

The commissaries of classes shall be paid upon the footing of £ 100 or £ 120, according to the size of the quarters to which they belong, and conformable to what shall be fixed by his majesty, who will determine the sums to be allowed them annually for a clerk and the expence of their office.

XII.

The syndics of the seamen shall be paid relative to the extent of their syndicat, and the number of men it may contain, which shall be fixed by his majesty.

XIII.

The inspectors, chief of classes, and officers belonging to the classes, shall each wear the uniform of their different ranks.



*State of the Roundings, or Circles of the Classes.*

<i>Inspection of Brest.</i>		<i>Inspection of Rochefort and Bourdeaux.</i>	
Names of the Roundings.	Names of the Quarters.	Names of the Roundings.	Names of the Quarters.
St. Malo.	{ St. Malo and Dinan.	Sables d'Olonne.	{ Sables d'Olonne and Noirmoutier.
St. Brieux.	{ St. Brieux and Trequier.	La Rochelle.	{ La Rochelle and Isle de Ré.
Brest.	{ Morlaix, Brest, and Le Conquet.	Rochefort.	{ Rochefort, Serntes, and Angouleme.
L'Orient.	{ Quimper and L'Orient.	Marrennes.	{ Iles d'Oleron, Marrennes, and Royan.
Vannes.	{ Vannes and Belleisle.	Bourdeaux.	{ Bourdeaux, Blaye, and Teste de Buch.
Nantes.	{ Nantes, LeCroix, and Paimbeauf.	Libourne.	{ Libourne, Bergerac, and Souillac.
Angers.	{ Ingrade, Angers, and Samur.	Langon.	{ Langon, Villeneuve, D'Angenoes, and Cahors.
Orleans.	{ Tours, Orleans, and Nevers.	Thoulouse.	{ Montauban, Thoulouse, & Auvillars.
		Baccone.	{ Baccone, St Jean de Lux Dax.

*Inspection of Toulon.*

Names of the Roundings.	Names of the Quarters.
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Cette.	{ Narbonne, Agde, and Cette.
Arles.	{ Arles and Le Martigues
Toulon.	{ Toulon and La Seine.
Antibes.	{ Antibes and St. Tropez.
Ile de Corse.	{ Bastia.

*Inspection of Havre and Dunkirk.*

Names of the Roundings.	Names of the Quarters.
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Dunkirk.	{ Dunkirk and Calais.
Boulogne.	{ Boulogne, and St. Vallery.
Dieppe.	{ Dieppe and Fecamp.
Le Havre.	{ Rouen, and Le Havre.
Honfleur.	{ Honfleur and Caen.
Cherbourg.	{ Cherbourg and La Hogue.
Granville.	{ Granville.



*Of the Inspector-General.*

## A R T. I.

The inspector-general shall see to whatever is prescribed, concerning the classing, raising, the marching, and conducting, of the seamen and workmen; and he shall follow all these parts of the service of the classes, after the account which shall be given him, and the statements or lists which shall be sent him by the particular inspectors.

## II.

He shall make the entire tour, of the four inspections of the kingdom, every two years; and he shall inform himself, in these tours, if the particular inspectors, the chiefs of classes, and officers belonging to the circles, the commissaries, and syndics, fulfil properly their functions; and if accounts and lists are kept, according to the rules prescribed: he shall likewise examine the registers and purses of the treasurers, and send an account thereof to the marine minister, with whatever observations he may have made in each quarter.

## III.

He shall give the necessary instructions, to the chiefs of classes and commissaries, to establish the greatest uniformity in the service and police of the classes; so that all the different quarters and inspections may be conducted upon the same principles, and regulated in the same form in every thing.

## IV.

He shall prepare, at the end of every year, the demands for pensions and pay to the invalids, and rewards of all the seamen and workmen in the port, excepting those masters kept at the port; and he shall stop from the lists of wages and rewards to the invalids, and whatever shall be prescribed by the orders given by the marine minister or his secretary.

*Of the Inspectors.*

## A R T I.

The inspectors shall reside within their inspections, and shall not absent themselves without leave from the marine minister, who shall not give permission, without its being asked by the inspector-general; and the above inspectors shall also inform the commander in chief of the port where their inspection may happen to be.

## II.

They shall give orders in all that concerns the classing, the raising, the marching, and conducting, the seamen, ordered for his majesty's service; and shall see that the chiefs of classes, the officers belonging to the circles, the commissaries, and syndics, conform to whatever is prescribed by the present rules.

## III.

They shall make, every year, the tour of their inspection, accompanied, in each quarter, by the chiefs of classes and the commissary, who shall make, in their presence, a review of the classed seamen.

## IV.

They shall examine, in these tours, the lists and accounts kept by the commissaries, and the list of the tour of service of the syndics, and shall observe all that should be inscribed upon the said lists, rolls, states, &c. which are brought to them, if they are in style, and conformable to what is required in the title of classing. They shall fix which are the men in the classes that should be invalided, and take memorandums of those who have pretensions, or claims, to the pensions of invalids, and of those who want to be put out of the classes.

V. They



V.

They shall likewise examine the registers, or books, of the treasurers of the seamen, and look them over, and convince themselves, if the sums paid, either for raising men, the pay, shares of prizes, accounts to their families, or any other object, have been employed, or distributed, as soon as it should have been.

VI.

They shall receive, at the review, the complaints and demands of the seamen and workmen; and shall see them redressed, if their objects are relative to the classing, the raising, or police, of the classes.

VII.

If they shall remark some omission, or negligence, in their accounts; or if any complaint is made, on this head, which appears well founded, they shall make their observations to the commissaries of classes, the treasurers, and write to the intendant of the department.

VIII.

They shall send an account, after their tour, to the marine minister, of all the observations they may have made, relative to the classes and the state of the quarters; and they shall likewise send a copy thereof to the inspector-general.

IX.

They shall make out, every two months in time of peace, and every month in time of war, a state of the situation of their inspection, composed of the particular accounts of each quarter, which the commissaries shall send them; the said state shall contain the number of sea-officers, seamen, apprentices, and workmen, of each quarter, distinguishing those men unfit for service, and those capable of it, those pre-

sent and absent, those employed in the king's service, and those embarked in merchant-ships, either for long or short voyages, or the coasting-service.

## X.

They shall send the above statement to the marine minister, the inspector-general, also to the commander of the port in their inspection, and add to it all the lights which may be asked upon the number and quality of the seamen and workmen of the quarters, and of the resources which may be made use of for the equipping or works in the port.

## XI.

Whenever any general orders shall be sent them for raising men, they shall make a division of the number of men wanted amongst the different quarters; and they shall send particular orders to the chiefs of classes, and commissaries, with the state of their route; and shall take the most convenient and proper measures for the march and conduct of the men wanted, conformable to what is prescribed under the title of conducting the men.

## XII.

They shall inform themselves of the state of the commerce and navigation within their inspections; the number, quality, and condition, of the ships belonging to the harbours, and all that may be interesting, respecting the safety of the navigation: but they shall give no directions on this head, only to send an account of the above to the marine minister.

## XIII.

They shall also keep a book, in which shall be copied every account they have sent to the marine minister, the inspector-general, or to the commander in chief of the port; as well as the orders, which they have received or given, to the chiefs of classes or the commissaries.

*The*



*The Chiefs of Classes.*

A R T. I.

The chiefs of classes shall reside in the principal place of the quarter in their circle ; and they shall not absent themselves from it without leave of the particular inspector, or from the marine minister, which shall only be granted them upon the request of the inspector-general, who shall receive it from the particular inspector.

II.

They shall keep a register, or list, of the names of the sea officers, seamen, apprentices, and workmen, of the quarters of their circles ; marking those men in a state for service, and such as are incapable, those who are absent or present.

III.

They may visit, whenever they choose, the officers of the classes, and examine them ; so as not to displace the lists, registers, and returns, but to take notes or extracts.

IV.

If they should find any errors or omissions in the said registers, they shall make their observations to the commissary ; or, in case where he shall not be concerned, they shall give an account of it to the inspector.

V.

They shall also see that the syndics fulfil their functions and their duty, in keeping an exact state of their syndicats, and all the changes and alterations of the seamen.

VI.

They must visit the state of the situation prepared by the commissary of classes, and after having compared the said statement with their registers ; when, if they

they observe any difference, they shall remark it to the commissary, that he may alter the account.

#### VII.

They shall prepare, together with the commissaries of the classes, the lists of the tour of service of each syndicat; and they shall execute jointly with them the orders for raising men which may be sent to them, in the mode which is prescribed under the title *Of raising Men*.

#### VIII.

They shall make all the necessary dispositions for the march of the seamen and workmen ordered for his majesty's service, and shall name the chiefs who shall conduct them; and shall likewise fix the day and place of their departure, according to the orders received, which shall be more fully determined under the article *Of Conducting*.

#### IX.

They shall see that the laws of the police are observed, and take informations of those who are absent, or deserted, and give advice of the means to have them stopped and returned to their quarters; they shall punish them, if there is time for it, and send them to the commander in chief of the port.

#### X.

They shall give leave of absence from quarters to those seamen who are deserving of it; and agree with the commissary for the number and length of time of the furloughs which may be given in each quarter.

#### XI.

They shall make, every year, the tour of their circle, jointly with the commissary of the classes, at a time when the greatest number of seamen may be



be found assembled in the quarter of their circle; and the period of this tour shall be fixed by the inspector.

#### XII.

They shall inform themselves of the exactness of the account kept by the syndic, and also of the state of the seamen, their families, wants, and resources, and shall hear their complaints and grievances that may be made; and shall confer with the commissary, if they are for sums due relative to the king's service, and return an account of them to the inspector.

#### XIII.

In addition to these tours, they shall go into ports or places, whenever the exigence of the service may require it, or that they receive any orders on that head from the inspector.

#### XIV.

They shall employ themselves in every thing that may be of use to the service of the classes, and contribute towards augmenting the number of seamen; they shall keep an account of the state of the commerce by sea, the fisheries, the number and quality of the vessels employed therein, and of every thing that has reference to the surety or improvement of navigation upon the coasts of their circles, and send an account thereof to the inspector.

#### XV.

They shall accompany the inspector in the tour of their circles, and communicate the observations they have made upon those objects, relative to the service, which may be interesting to the seamen and workmen of their circle; particularly those who have been declared in an unserviceable state, and of such as are proper to be invalided, or have any particular favour to ask.

*The*

*The Commissaries of Classes.*

## A R T. I.

The commissaries of classes shall reside in the chief place of their quarters, and cannot absent themselves without leave from the marine minister, which shall be requested for them by the intendant of the department, who will appoint some person to do the duty in their absence.

## II.

They shall keep the check of the seamen classed, inserting in such list the names, ages, place of birth, residence, and marks, of all the said seamen; noting all their several services, either in his majesty's or the merchants ships, and the steps that may have been allowed or given them at the paying off such vessels; and erasing the names of such as may have been declared incapable of service by the inspectors, conformable to what is prescribed under the fifteenth article.

## III.

They shall keep a particular list of the volunteers, another of those unfit for service, a third of the invalids, a fourth of the masters, mates, and pilots, received in the mode prescribed by the regulations.

## IV.

They shall likewise keep a list of the workmen on-shore, who are fit for the works of the ports and arsenals, and note their different services.

## V.

They shall in like manner keep a list of those who begin to navigate, or use those professions belonging to the sea, marking their names, births, ages, and place of residence, in the extent of their quarters.

## VI. They



## VI.

They shall give to each of those who shall be in the registers, or lists, the rules and orders, which are signified under the title of *Classing*, marking the advances, changes, and furloughs, of each.

## VII.

They shall keep a state of the merchant-vessels belonging to the ports of their quarters, signifying their qualities, names, and harbour, number of tons, and of their equipments and dismantling; also of their condition, the change of their owners and captains, following the said ships from their launching, in the port of their quarter, until their loss or breaking up, capture or destruction, or until they have ceased to belong to the port.

## VIII.

They shall prepare, every two months in time of peace, and every month in time of war, a list, containing the number of sea-officers, seamen, workmen, and apprentices, of their quarter; distinguishing those present or absent, those employed in the king's service, or embarked in the merchant-ships for long voyages or coasting trade, the men in a state for service or otherwise.

## IX.

They shall add a state of the changes that have happened during the two months, including the number of those newly classed, those who have died, the men declared incapable of service, and put upon the lists of invalids established in one quarter, those who are absent as well as those who have been received captains or pilots; and they shall make, at the end of every year, a full statement of these reports, the balance of the gains and losses of their quarter.

X. They

X.

They shall prepare two copies of the state and situation of these changes, and communicate their observations to the chiefs of the classes of that circle, to be revised by him; they shall likewise send one to the intendant, and another to the inspector of the classes.

XI.

They shall also send, every three months, in time of peace and every month in time of war, to the marine minister, an extract of the state of the vessels and ships of their quarter, in which they shall mention whether they are *building, dismantled, sheathing, fitting-out, or at sea*; and they must add their observations of the conditions of these ships.

XII.

They shall always conform to the forms and models of the different reports, statements, and instructions, that may be sent them by the marine minister.

XIII.

They shall make, every year, at the time fixed by the inspector, the tour of their quarter, together with the chief of the classes, or whatever officer may represent him, and in his presence review all the seamen of each syndicat.

XIV.

They shall examine the conduct of the syndics, and see that they keep the returns and lists in the form prescribed; and they shall oblige them to shew the said reports, whenever they shall think proper, and compare them with the check, and correct them if there should be occasion.

XV.

They shall accompany the inspector in the tour of their quarter, and make in his presence a general  
review



review of the seamen, and give him all the explanations, notes, or memorandums, that may be demanded of them.

XVI.

They shall conform to every thing that concerns the execution of the raising of men, according to the order and the list of the tour of service of the syndicates, and whatever is prescribed under the title *Of levying Men*.

XVII.

They shall follow the account of the treasurers of the invalids, treasurers of the seamen, and mark and docket their registers; certify the state of their funds, and oblige them to remit, the first day of every month, the state or return of their situation; and also, examining and certifying it, send it to the marine minister.

XVIII.

Whenever orders for payment shall be sent them, they shall inform the treasurers of them, and send them with the bills of exchange which are addressed to them, conformable to the regulations in *August*, 1782; they shall also send the execution of these, and inform the seamen of their payments, and publish a regular notice thereof, and expedite the receipts upon the treasurer of each party who have demands, and assure themselves that they have been discharged, and certify the general statement of the payments made in consequence of such orders.

XIX.

The said commissioners shall inform themselves of those people classed who are absent from their quarters without permission, or who have deserted, and consult with the chiefs of classes upon the proper means to induce them to return to their quarters.

XX. They

XX.

They shall expedite the lists of the ships companies fitting out in the ports of their quarters, according to the form actually established ; and they shall make four copies of the said lists, one to be given to the captain of the ship, another to be deposited in the admiralty, the third to be sent to the treasurer of the invalids, and a fourth to remain in the office of the classes.

XXI.

Whenever they are dismantled, they shall make a division of the ports, of the salaries, to regulate the sums to be paid to the invalid chest, and form an account of the dismantling, of which one copy shall remain in the office, and another be sent to the treasurer of the invalids.

XXII.

They shall not, nevertheless, decide or interfere in any disputes that may happen between the captains and their crews, either in respect to their wages, or on any other account whatsoever, but shall send the parties to have it examined before the admiralty.

XXIII.

They shall send, at the end of each month, to the marine minister, a statement of the equipping and dismantling of the merchant-ships, together with a list of their crews, which latter shall be immediately returned to them.

XXIV.

They shall have presented and shewn to them the lists of the crew of every French ship that enters the ports of their quarters, to have them examined and certified ; and, if they should know that the captain has embarked or disembarked any seaman

or



or passenger, without its being marked or noted, or fall into any other contradiction to the regulations, they shall inform the officers of the admiralty of it.

*The Syndics of the Seamen.*

A R T. I.

The syndics shall always reside within their syndicates, and shall not absent themselves without leave of the chief of classes, or his substitute, and not without the leave of the commissary of the classes.

II.

They shall employ themselves particularly to make themselves acquainted with the seamen and workmen of their syndicate, that they may be enabled to give the chief of the classes, and the commissary, all the memorandums and information that may be asked of them.

III.

They shall keep an account of the said seamen and workmen, containing their names, ages, descriptions, quality, and pay, in the service, and the particular situation of their residence.

IV.

This account, or statement, shall be conformable to the model, or form, sent them by the commissary of the classes, and divided into two lists; one, of the men in serviceable state, and the other, of those incapable of service; each of these two lists to be divided into two parts, one of the seamen, the other of the workmen.

V.

They shall note the changes of the said seamen and workmen, their leave of absence granted, their passing into another syndicate, and their change of home or residence.

G

VI. They

## VI.

They shall shew the said accounts to the chief of the classes, or the commissary, whenever they make their tour, or whenever they may ask for it; and they shall send, every two months, a note of the dead, those absent, and of those who have returned to their parishes, and those lately arrived to establish themselves, and of those who have passed into other syndicats, and of all the changes which may have happened.

## VII.

Whenever they are informed, that any one of the said men has been absent for more than eight days, without leave, they shall remark it upon the report, and give advice upon the spot, to the chief of the classes, and to the commissary, as well as all the information they can, concerning the person absent, or deserters, that may serve to discover them.

## VIII.

They shall take the necessary informations, to acquaint themselves with the inhabitants of the parishes in their syndicats, who may begin to exercise the professions relative to the marine, and shall communicate it to the chief of the classes, and the commissary.

## IX.

They shall keep the list of the tour of service, which may be sent them by the chief of the classes, and they shall stick up the list, in a place belonging to their house, and permit copies to be taken of it, and which they shall not refuse to the collector, the municipal officers of the neighbourhood, and all other persons, according to what is prescribed under the title *Of raising Men*.

X. They



X.

They shall punctually execute all the orders which may be given them by the chief of the classes, or by the commissary, for the raising and conducting of men, and for all other objects relative to the service, and police of the classes.

XI.

They shall enjoy, during the existence of their syndicat, the privileges and exemptions granted to the syndics of the classes.

XII.

His majesty's command prohibits the said syndics of the seamen to receive, in any mode whatever, directly or indirectly, any present, of any kind or sort, from the seamen or workmen, on pain of being broke.

*The Treasurers of the Seamen.*

A R T. I.

The treasurers of the seamen, shall be charged with all payments which should be made to the seamen and workmen of the quarter, on account of his majesty's service.

II.

They shall conform to the orders of payment, and state of distribution, which may be sent them by the commissaries of the classes, for the advance-money, conduct, allowance to families, stoppages of the campaign, share of prizes, gratifications, or other objects.

III.

They shall keep a register, marked and docketed by the commissary, upon which shall be inscribed, from day to day, their receipts and expence.

IV.

The commissaries shall remit to them the letters of exchange sent by the intendant or commander of the department, which shall be passed to their order, and they shall endeavour to receive them as soon as possible.

V.

They shall make the payments on those indicated or fixed by the chief of the classes, conformable to the state of the general distribution, and upon the demands, particularly explaining the object of these payments, which shall be delivered by the said commissary to each of the parties to whom it is due.

VI.

They shall note the payments in the margin of the accounts of the distribution, and shall add the demands liquidated by the parties to whom it was due, or signed by two witnesses of the neighbourhood, as pieces to justify it; and shall present them each month to the commissary, to have them certified, marked, and examined, as well as the orders for the conducting of the seamen who have been shipwrecked, and of other extraordinary payments, of which they shall make a particular list.

VII.

Whenever there is a levy, they shall deliver to each of the syndics, upon the orders of the commissary, the terms which shall be ordered, and form a general statement of the expence of the said levy, after the particular accounts of the payments made in the syndicats, which statements shall be remitted to them, signed by the syndic, and examined by the commissary.

VIII. The



VIII.

The said treasurers shall shew their books, or registers, to the inspector or commissary of the classes, whenever it shall be demanded of them; and they shall remit to the said commissary, every month, a statement, or account of their fund, signed and certified by themselves.

IX.

They shall also remit, every six months, an account of the sums not reclaimed, which shall be communicated to them by the chief of the classes, who shall make, jointly with the commissary, the necessary researches, to discover those who have a right to receive them.

X.

They shall form a particular statement of the said sums which have remained unclaimed for the space of two years, and remit them to the commissary, to be by him sent to the marine minister.

XI.

The treasurers of the seamen cannot absent themselves for more than eight days from the place of their residence, without informing the commissary of the classes, and without his having approved of whom-ever they leave in their absence, and for whom the said treasurers shall be responsible.

*Of the Classing.*

All those who have begun to exercise the profession, relating to the marine, in the vicinity of the country, subject to the rules of the classes, shall be named in the particular statement, according to the Vth article of the commissioners of the classes.

The said statements shall be three in number; that is to say, one for the apprentices and boys,  
G 3 another

another for the fishermen and boatmen, and a third for the journeymen workmen.

The state of the boys and apprentices shall contain the names of all who have not yet been classed; they, who shall be embarked in the ships destined for fishing or trade, shall be written in the list of the companies of such ships.

There shall be inscribed the names, in the statement or list of the fishermen and boatmen, of all those who are employed in the fishery of fresh fish, either at sea, or upon the coast, the roads, lakes, canals, and rivers, within the extent of the quarter of the classes; men intended for the fishing-service, and their different occupations, such as those who haul the seine, as well as the boatmen, rowers, patrons, pilots, and seamen of the boats, bargues, floats, which are not delivered in the list of their companies, and who only are employed in the navigation of the interior roads, rivers, canals, and lakes, contained in the extent of the quarter of the classes; and there shall not be excepted even the seamen of the vessels belonging to the customs of his majesty, or of the boats crews of the governors and commanders of places, any more than persons of any quality whatsoever.

The list of the journeymen workmen shall contain those of the carpenters of ships, block-masters, sail-masters, rope-makers, coopers, &c. established in the ports and cities of the vicinity of the classes.

There shall be delivered gratis, by the commissary of the classes, to each of those who may be named in the two last lists, a form, containing a certificate of their being registered, their name, ages, residence, and description. And his majesty enjoins all masters and patrons of fishing-boats, conductors of boats upon the rivers, and master workmen of those professions



sessions relative to the marine, to declare and make known, to the commissaries of classes or trades, the names of all seamen, boys, and apprentices, who shall offer themselves to be employed by them, without producing the above form, on pain of eight days confinement.

All those who have attained eighteen years of age, or who shall have sailed for the space of one year on-board the king's or merchants ships or vessels, and who shall declare their wishes to continue in such service, or offer themselves to be entered again in the list of the company, shall be carried to the office, and classed as seamen, and not be employed in the levies, but in that station.

There shall be likewise, classed all such as shall be found entered more than one year in the list of fishermen and boatmen, who may have attained the age of eighteen years, and who declare they wish to continue to exercise their profession: but they shall be noted in the office as apprentices, and only employed in the levy in that station, until they shall have been at sea six months in the king's or merchants ships.

There shall also be entered in the list of workmen, not seamen, those of eighteen years old, who have been comprised in the list of apprentices of more than one year and who will continue to exercise their profession: as to those workmen who have been at sea, they shall be classed as seamen, and entered in that quality in the office of the people belonging to the sea, and there shall only be made a note of what profession they exercise.

The commissary shall inform those, who are in a situation to be classed by the VIth article, of this particular, whenever they shall present themselves to be entered in the list of the ship's company, and

write down in their presence, in the register, the names, ages, residence, and description, together with a memorandum of their navigation and service prior to such period: these seamen shall be entitled *classed* by such an entry, and subject to be ordered upon his majesty's service.

The commissaries shall make known to the fishermen and boatmen, who should have been classed according to the VIIIth article, whenever they come before the meeting at the office, held the day and hour mentioned by the syndic, in the writing which shall be sent them, and shall declare if they will continue to navigate or attend the fisheries, in which case they shall be entered in the register; and those, who do not register themselves, upon the notice they have received, shall be equally classed, as if they continued to exercise their professions.

## XII.

There shall be delivered gratis, by the commissary, to each of those newly classed, a book, upon which shall be written the articles of their classing, taken from the register in the office: the said book shall contain instructions of the engagements and duties of the seamen, their privileges, and exemptions.

## XIII.

The advance of the steps and pay, which the seamen may arrive at in his majesty's service, and which shall be granted them at the paying off the ships in which they have served, shall be noted successively in the register, and in their book; there shall also a note be made of their services, either in the king's ships or merchants vessels, as well as the leave of absence granted them: and his majesty orders all those, who are classed, to carry the



the said book with them; and, in case they should lose it, there shall be delivered to them another, containing an extract of their article, taken from the register, and certified by the commissary, for which they shall pay three-pence to the marine treasurer.

#### XIV.

Those only can be erased from the register who have been declassified in the way which shall be stated by the following article: such as are dead, those who have changed their quarters, those declared unfit for service, or admitted to invalid pensions, or may be received captains or pilots, whose names shall be carried to the list kept for that purpose.

#### XV.

Those, who having begun to navigate or fish, who may be entered in the list of the articles III. and IV. but who may not be yet classed and carried to the register, shall have it in their power to give up the said professions, in declaring to the commissary, who shall strike them off the list.

#### XVI.

Those who, being classed, wish to give up navigation or fishing, shall declare it to the commissary, and the chiefs of classes; and a note shall be made of it upon the register of the office, and upon their book: they shall continue, nevertheless, subject to the police of the classes, and to the orders of the levies, during a year; and, if in that time they continue to exercise or take up again any of the maritime professions, their declaration shall be erased; but, if they persist during a year, they shall be declassified, and struck off the registers, by orders of the inspectors, who shall send an account thereof to the marine minister.

#### XVII. The

## XVII.

The chiefs of classes, and the commissary, shall not receive, during a war, any declaration of the seamen to renounce their professions; and those, which may have been made before the war, but which from delay have not expired, shall be returned as to their execution at the time of peace; but no regard shall be paid if a levy should take place.

## XVIII.

Those who, after being classed, take up their profession again, which they had before renounced, shall be classed afresh, in the same quality they were in before.

## XIX.

The seamen, who are classed, shall enjoy the privileges and exemptions which have been granted them by the declaration of the 21<sup>st</sup> of March, 1788; and his majesty enjoins the inspectors, chiefs of classes, officers attached to the circles, and to the commissaries of classes, to see and observe the said privileges are kept up, and send an account thereof to the secretary of the marine.

*Duties of the Seamen classed, and the Policies of the Classes.*

## A R T. I.

The seamen classed shall not be absent from their quarters longer than eight days, without a permission, signed by the chief officer of the classes, or his substitute; and this, on the penalty of being confined for three days, or longer, according to the time they have been absent.

## II.

Those permissions, which shall be delivered gratis, shall only be for a certain time, or for a designed journey,



Journey, that is to be mentioned in the little book of the seaman it has been given to, and presented to the commissary of the classes.

### III.

All the seamen, not presently commanded for his majesty's service, or exempt from being comprised in the levies ordered and announced before, shall have the liberty, in peace-time, to go in a ship fitted up in the ports of their quarters, for the trade, or for fishing, without asking any particular permission.

### IV.

They shall not be permitted, even in time of peace, to sail in a ship armed in the ports of another quarter than that they belong to, neither in their own, in time of war, previous to their having obtained the permission from the chief officer of the classes, or his substitute; and those permissions shall be restrained for a limited time, or shall mention the kind of journeys those seamen are going to undertake.

### V.

The chief officers of the classes will determine, along with the commissaries of class, the number and duration of the absences from the quarters, which may be accorded; and they will consult together, when they receive orders for some levies, to fix before-hand the number of men of each syndicat, which, being in the case to be commanded as their turn comes, must stay in their quarter till farther orders; and they ought to send a note of this to the syndics.

### VI.

His majesty declares most expressly, that it is prohibited to all men, engaged in the sea-service, to go into a foreign country, or to sail in any foreign ship,

ship, under the same penalties as deserters; referring, however, to the inspectors, the power to let some seamen, in time of peace, sail in foreign ships, either to learn the languages, or to acquire different useful knowledge relating to the navigation.

## VII.

All those who have had a permission to be absent from their quarters, to go in a ship of trade, or in any foreign ship, shall be obliged to come back in their quarters, at the time limited in the permission, unless they should have been hindered by a *major force*, which they shall prove; and they must go before the commissaries of the classes, or their syndics, when they come back in their parishes.

## VIII.

The chief officers of the classes, the officers of the *arrondissements*, and the commissaries of the classes, will cause those seamen found out of their quarters, after the time limited is expired, to be arrested the same as those found without any permission, and unable to justify their absence by their book; notice will be given of this to the chief of the *arrondissement*, or to the commissaries of the quarters they belong to, and they shall join their quarters as soon as possible.

## IX.

The boatmen, loadsmen, seamen, and others, classed, on the rivers and channels, shall be at liberty to go wherever they please, in those rivers, though they should be out of their quarters, without being restrained to ask a peculiar permission.

## X.

Those boatmen, as well as the workmen not sailors, subject to be commanded for the different works in the ports, shall be obliged to appear every  
year



year before the commissary of the classes belonging to their quarters, or before the syndic in whose district they have been placed, and notice will be taken of it in the books of those boatmen and workmen.

#### XI.

Those seamen classed, desirous to leave their quarters to go and settle in another, must, under the penalty of being confined for three days, give notice of their going to the chief of the classes of the arrondissement, and the commissary of the quarter will set it down in the matriculation, and in the small book, and scratch their name out of the matriculation, after they have brought a certificate of their being inscribed in that of the other quarter.

#### XII.

Those, that will change their abode of a syndicat to go in one of the same quarter, are restrained likewise, and under the same penalty, to let it be known by the syndic, and to be presented to him in whose syndicat they are going to settle.

#### XIII.

The proprietors and chief lodgers of the houses, dependant on the classes, will be restrained to deliver, in the towns and places, to the syndic of the seamen, the list of men classed, lodging at their houses, and to let him know, within eight days, their moving, absence, or death.

#### XIV.

His majesty enjoins to all the seamen classed, and workmen not sailors, to appear, either for the levies, reviews, or any cause whatsoever relating to the service, every time they shall be bid so to do by the chief officer, or any officer of the classes, the commissary of classes, or syndics, under the penalty of eight days confinement.

CHAP.

## C H A P. VIII.

*Of the Levies.*

## A R T. I.

**A**LL the seamen classed shall be obliged to march successively, and according to their turn, when commanded for the service of his majesty; and they will be no more divided in classes to serve alternately, as they were by the ordonnance of 1689.

## II.

The chief officer of the classes, together with the commissary, shall write down a nominal roll of the serving seamen, and another of the workmen not sailors; these nominal rolls are to be divided in two columns, one containing the names of the unmarried men, the other the names of the married men; the bachelors, who by the gain arising from their works support a family, shall be inscribed in the column of the married men.

## III.

They shall regulate the report, according to which each column is to provide the levies in each syndicat, in such a manner, as that, the turn of the unmarried men coming oftener, they shall be serving nearly a third part more than the married men.

## IV.

The seamen belonging to the same family must not be inscribed one after another in the above-mentioned list; in that manner they shall, as seldom as possible, be obliged to march all at the same time.

## V.

The captains of the *grand cabotage*, [coasting-masters,] received according to the rules, shall not be inscribed in those nominal rolls; notwithstanding  
those



those that have been a whole year without failing in their quality of captain may be commanded, unless they had, in the time of the levy, a ship in armament.

## VI.

The masters of the *petit cabotage* shall be exempt from levies, if they have been commanding a ship a whole year's time at least.

## VII.

The *pilot-lamaneurs*, received in like manner prescribed by the regulation of the 10th of March, 1784, shall not be comprised in those rolls, neither subject to the levies.

## VIII.

The boats and fishing-boats masters, whose equipments are composed of eight men at least, and who have been commanding those boats more than one year, shall not be inscribed in the rolls of service, and not be enlisted but by a particular order of the state-secretary of the department of the marine.

## IX.

As to the masters, and of the boats and ships navigating in the rivers and channels, the inspectors will see the situation of those navigations, and receive advice from the chief of the classes and commissaries, concerning the exemptions which should be given for the advantage of the trade in those rivers; they will likewise give an account of it to the state-secretary of the marine, who will pronounce on those exemptions for each river and channel, in distinguishing by their denominations (the weight in barrels and employment) the ships, the masters of which will be exempt from any levy.

## X.

Every seaman, having at the same time three sons classed, shall be exempt from the levies, and not comprised in

in the rolls of service : those of his sons who have been killed in the ships of his majesty, dead in the service, or declared invalids, being disabled by their wounds, shall be counted as existing.

#### XI.

The chiefs of the classes, and the commissaries, after their visiting surveys every year, shall communicate to one another the alterations that should be made in these rolls, according to the notes taken on the places ; and they shall advise together on those alterations, if there is want of any.

#### XII.

The nominal roll particular to each syndicat, reviewed by the chiefs of the classes, and the commissary, shall be delivered to the syndic of the seamen, and stuck in a visible place of his house ; the municipal officers, the curates of parishes, the chiefs of the corporations, and societies of fishermen, boatmen, and workmen, shall be permitted to take copies of it, which copies are to be collated by the syndics.

#### XIII.

The orders for levies shall be sent by the state-secretary of the marine, or by the commanding officer of the port, addressed to the inspectors and *ordonnateurs* of the *départements*, who, in their turn, shall send them to the chiefs of classes and commissaries ; and, in a particular case, they may be sent directly to the chiefs of classes and commissaries.

#### XIV.

The chiefs of classes shall make a partition of the number and sort of men wanted, by syndicat, according to the proportion they have regulated, together with the commissaries of classes, in a manner that each syndicat shall only, if possible, supply his men proportionally to the number it contains.

XV. They



## XV.

They shall write a nominal account of the levies of each syndicat, and observe the proportion of the columns, and the order of the rolls, since the last commanded in the preceding levy, and they must begin again at the head of the column, after they have gone through the last entirely.

## XVI.

These accounts shall be sent to the commissaries, who shall make such observations as they may think proper, but without stopping or retarding the levy; and, if the chief of the classes will not pay any attention to those observations, they may send them to the inspectors to ask their decision.

## XVII.

The orders of march for the service shall be signed by the chiefs of classes, or by the officer belonging to the quarter, and delivered to each of those who are commanded, or, in their absence, left at their house; and they shall be enjoined, in those orders, to meet in such a place, at the day fixed for their departure.

## XVIII.

In case the levy should exceed the fourth part of the total number of men able to serve in the quarter, the chiefs of classes, or the officer belonging to the quarter, shall go in the parishes to make that levy; and, if not so considerable, they shall order the syndics to do it, in sending to each of them the nominal roll of the levy of their syndicat, and the orders, signed.

## XIX.

The commissaries are to regulate the accounts of the levies, and the number of advances that have been ordered, which shall be delivered to the syndics

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by the treasurers of the seamen, on the mandates they shall give, for that purpose, to the syndics, who are to inscribe, in the margin of the accounts of levies, the receipts of advances they have paid; these receipts are to be signed by those who have had those advances, and, in case they cannot write, by two witnesses, whose abodes are known.

## XX.

After the levy, the syndics shall deliver those accounts and receipts to the commissaries of the classes, to be verified and reviewed, and afterwards given to the treasurer, to serve as justifying pieces in the general account of the expences occasioned by the levy.

## XXI.

If any of the seamen and workmen commanded should think they have some admissible reasons which may exempt them from that levy, they shall tell them to the officer and commissary making that levy, or to the syndic, who shall let them know it; and the officer shall agree, together with the commissary, to decide on those representations; in case they should be of a different opinion, the chief of classes, or his substitute, shall decide provisionally, to give an account of it to the inspector.

## XXII.

In case the representations should be admitted, those that follow immediately in the order of the roll, if they have not any admissible reason to be exempt, shall be commanded.

## XXIII

The seamen enlisted may have a substitute, if permitted by the chief of classes; but that substitute must be a seaman in the service of his majesty, and  
inscribed



inscribed in the roll of the same syndicat, on condition to go in the place of his substitute when his turn comes, after which they shall take their former order; but those seamen shall not be permitted to take a substitute in two following levies.

## XXIV.

The fathers are permitted to have for substitutes their sons, whatever degree they may have, provided the sons be classed as seamen, and give a free consent.

## XXV.

The seamen absent, when their turn of service comes, shall be commanded in the following levy, and shall afterwards take again their usual turn of service.

## C H A P. IX.

*Of the Conduct of Seamen going from their Quarters in the Ports.*

## A R T. I.

**T**HERE shall be made general cards of the roads that are to be followed by the seamen and workmen enlisted, to go from their quarters to the ports they are destined to; those roads shall be divided, as much as possible, at six leagues per day; the towns and places of lodging shall be marked, and they shall be mentioned in the general card of the classes.

## II.

The orders of levy, addressed either to the inspectors and ordonnateurs, or to the chief of classes and commissaries of quarters, by the state secretary of the marine, or by the commanding officers of the

ports, shall determine and fix the times when the levies are to arrive at the ports they are destined to.

III.

To the orders of levy they shall add the orders of road, amply related for the levies of each quarter, which shall mark the days of march and those of stopping, so as to make a station after two or three days march; and they shall mention likewise the places where the levies are to meet, if there need any junction.

IV.

In case those orders of road should not be sent with those of levy, the inspectors shall regulate them, fix the day for the departure of the levies of each quarter, and name the officers who are to be at the head of them, if they are numerous.

V.

The inspectors are to send the orders of march to the chief of the classes, and to the commissaries of the quarters where the levies are to be made, notice of it shall be given by them to the chief of classes and commissaries of quarters the levies are to pass through, informing them of the time they are to arrive, and the number of men they shall be composed of; they must likewise inform the neighbouring inspector, if they are to pass through some quarters subject to his inspection.

VI.

The chief of the classes shall make the necessary dispositions for the departure of the levies of their arrondissement, according to the orders they shall receive; shall mark the day and the place the seamen are to meet at; shall name the chief officers under whose direction they are to march, if their

name



name is not mentioned already in the orders, and they shall deliver to them the account of the levy, with the order of the march.

## VII.

The levies of each quarter shall go separately to the port of their destination, or shall meet together, according to what is prescribed in the orders of march, fixing the days and places where those junctions are to be made.

## VIII.

If the levy is composed of one hundred and fifty men or more, or, by its junction with that of some other quarters, composes that number of one hundred and fifty men, it shall be commanded by an officer, and this officer shall be ordered to conduct it to the port it is destined to, unless he should have orders to deliver it in his march to some other officer, named for that purpose; when that levy is not composed of one hundred and fifty men, then it shall be directed by a syndic of the seamen, or by a master, if there is any in the levy that seems worthy to be trusted; if the number does not exceed twenty men, by an officer of the seamen; or, for want of one, by an old seaman comprised in the levy.

## IX.

In case the levies should be numerous, they shall be divided by the directors in sections; each of them shall be commanded by a sea-officer, or old seaman, who shall have authority on his section, and be answerable for it.

## X.

The *conducts* shall be paid as usual; in winter time, and from the 15th of October till the 14th of April, six sous per league, to the officers,

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and five sous to the seamen : and, from the 15th of April to the 14th of October, five sous per league to the officers, and four to the seamen.

#### XI.

The sum total, arising from the conduct of each levy, shall be delivered to the director of the said levy, by the treasurer of the quarter, part of it in money and the other part in mandates on the treasurers of the roads, conforming to the instruction which is to be joined to the general tariff of the roads; and the said conductors shall distribute, every four days, and before-hand, to the seamen composing the levy, the total sum due for the conduct of these four days.

#### XII.

The municipal officers of the lodging-places, informed by the commissary of the classes of the quarters, at least three days before-hand, of the passage of the seamen, are to lodge them on the inhabitants by billets, as is practised with regard to his majesty's troops, and they shall be treated in the same manner.

#### XIII.

The aforesaid municipal-officers shall take convenient measures to procure to the seamen, in their passage, good living, and at a moderate price, fixed by them : they shall agree, for that purpose, with the chiefs of classes and commissaries, and give information that may be useful to the conductors of levies, who are to take care that the seamen under their direction pay exactly the price fixed for the provisions sold by the inhabitants.

#### XIV.

The aforesaid municipal officers shall provide for carriages, horses, and any beast necessary for the transporting of clothes, according to the mandates presented



presented by the conductors of the levies, and the tariff settled by the commanding-officers of provinces; and this, at the rate of a cart or waggon, carrying two thousand pounds weight for one hundred men, or equivalent, either in carriages of less or more breadth, or on horses, or other beasts of burthen, if the transporting by carriages is not possible; and they shall, besides, provide two saddle-horses for the conductor of the levy, if he is an officer, and only one if he is a syndic, or master.

## XV.

The number of the aforesaid carriages and horses may, nevertheless, be augmented in case of necessity, as for transporting the sick coming back from the ports; and orders particularly shall be given to the intendants of provinces, or their substitutes, when any thing is required by the inspectors or chiefs of classes.

## XVI.

The conductor of the carriages must act, as to the carriages, according to what is mentioned in the particular regulations, or in the tariffs made by the intendants of provinces; they shall only be permitted to ask the fixed number of carriages, which they must not use but for the transporting of the seamen's clothes, neither make them go farther than the determined places, under the penalty to answer personally for them.

## XVII.

They shall deliver to the municipal officers receipts for the carriages, horses, and beasts of burthen, they have been supplied with; which, when presented to the commissary of the classes of the quarter, he shall cause the furnishers to be paid by the seamen's treasurer, at the price fixed by the intendants of provinces, and mentioned in the tariff.

## XVIII.

The first masters comprised in the levy shall be permitted to ask a horse for each of them, which they shall be obliged to pay for every day before their departure, and at a fixed price.

## XIX.

If any of the seamen happen to be sick on the march, he shall be left by the conductor of the levy, in the hospital of the place, wherein he shall be received, by the means of a bill, from the commissary of the classes, or from the seamen's syndic; or, for want of them, from the municipal officers, reviewed by the conductor of the levies; and, at his going out, a bill of continuation of march shall be delivered to him, by the said commissary, or syndic, or by the said municipal officers, by means of which bill, lodging is to be given to him in the towns and places on his way.

## XX.

His majesty enjoins the officers, syndics, masters, and others, conductors of levies, to maintain an exact discipline, and to take care that none of the seamen they are composed of go astray, stop, or commit any disturbance on the way, and in the towns where they are to lodge or stop.

## XXI.

In the places where it is possible, and in some circumstances convenient, to conduct the seamen by the rivers, channels, or even by sea, the inspectors shall do in that case what they think most advantageous both to the seamen and the service.

## XXII.

When the seamen, after they have been disarmed, shall set off to join their quarters, the commanding officers of the ports shall decide, whether it is proper  
to



to let them go by small troops, commanded by some officers, or old seamen, or to join them in a numerous body, and to appoint an officer at their head; in either of those cases, orders of march shall be given to the conductors; the conduct shall be made in the manner above-mentioned, and the inspectors shall be informed of it.

## XXIII.

All that has been prescribed in the present chapter, in regard to the conduct of the seamen, shall likewise take place for the conduct of the workmen, not sailors, when levies of these shall be made.

## C H A P. X.

*Of the Seamen employed for Trade.*

## A R T. I.

**T**HE captains, masters, and directors, of the ships armed, either for the course, trade, or fishery, shall present to the bureaux of classes the seamen they have enlisted, that they may be inscribed in the rolls of the crew, and shall only embark those mentioned in the said rolls, under the penalty of paying three hundred livres for each man not comprised in them.

## II.

It is prohibited the commissaries of the classes to refuse to inscribe in the said rolls, in peace-time, the seamen of their quarters, who either have not received any order of service, or are not mentioned in the list made provisionally with the chief of the classes for the levies which have been announced, conforming to Art. V. Chap. XI. of the present ordonnance.

## III.

III.

It is prohibited likewise to refuse to inscribe, in the aforesaid rolls, the seamen belonging to some other quarters, if they have had a permission from the chief of classes of their arrondissement to embark out of their quarter.

IV.

The said commissaries shall retain, in time of war, all the seamen who have no leave of absence; they shall not inscribe them in the rolls of ships crews armed for the course, trade, or fishery.

V.

They shall examine the books of all the seamen presented to them by the captain and masters, and see whether therein has been mentioned their leave from the last ship in which they were embarked; they shall cause to be arrested those who have deserted, or that are unable to prove their leave of absence, by the notes they shall take to let them join their quarters as soon as possible.

VI.

His majesty makes his most positive prohibitions, to all ships captains, to enlist, without a permission from the commissary of classes, any men belonging to the sea-service, without being ascertained, by the inspection of his book, that he has been dismissed from the last ship on which he was embarked, under the penalty of three hundred livres, and three months of interdict, a greater punishment for the second time, and even degraded from their quality of captain, if it can be proved they have enveigled the seamen of another ship, or excited them to desert.

VII.



## VII.

The commissaries of the classes shall take care that those regulations, concerning the crews of ships of trade, shall be put in execution: they shall denounce to the officers of the admiralties those armateurs and captains convinced of a contravention in regard to them.

## VIII.

In the ports where there is no commissary of the classes, then the syndics, particularly authorised by the state secretary of the marine, shall be their substitute.

## IX.

The captains of the ships in armament, who present to the bureaux of classes the seamen enlisted by them, to compose their crews, shall likewise present the conventions made by them, relating to their wages, or parts, which shall be done by public act, or under private seal, in double original, one of which will be in possession of the said seamen; or, if they cannot write, the said conventions shall be inscribed in the book of *bord*, kept according to what is prescribed by the ordonnance of 1681, and signed by the lieutenant of the admiralty.

## X.

The commissary of the classes shall cause, that these conventions shall be read, in presence of the seamen composing the crew, and take notice in their book, if there is no claim from any of them: those notes shall be certified, and signed by the captain of the ships, and the said commissaries, who shall note likewise the wages on the rolls of equipage, and balance, at the disarmament, the money retained for the invalids, according to the said conventions.

## XI.

## XI.

It is prohibited, however, to the commissaries of classes, to regulate the conditions of the engagements, or to exercise any authority in that respect, but they shall leave to the captain and seamen the full liberty to make among them such conventions as they shall think proper; and, in case of contestation concerning conventions or their execution, if they cannot make the parties agree, they shall send them for a final decision before the admiralty.

## XII.

For want of conventions made by public act, or under private seal, in double original, the notes in the books shall be received in evidence, in the contestations that may arise between the captains, master, and seamen, of the crew, relating to the execution of their respective conventions; and in case the said captains have neglected to write down those notes in the book, then the seamen's oath shall be sufficient.

## XIII.

When the captain enlists any seamen, in the course of a journey, to make up the number of the deserters, men dead, or left sick in the hospitals, or for any other reason, the same formalities shall be observed, as to the conventions of the engagements, and shall be fulfilled in the ports of the kingdom and colonies, and in the foreign ports, by the consuls, or vice-consuls of his majesty, notice shall be taken in the book of the substitutions, or new engagements; in case there should not be any consul or vice consul in the said foreign sea-ports, the captain or masters shall cause them to be made, directly after their arrival or station in a national or foreign port, the residence of a consul or vice-consul.

## XIV.



## XIV.

The seamen shall fulfil, under the penalties mentioned in the present ordonnance chapter of *the Deserters*, all their conventions, and shall not be permitted to leave, in the course of the journey, the ship in which they are embarked, without a permission signed by the captain or master, which permission shall be mentioned by the commissary of classes, in the roll of the crew, and in the book of the seamen dismissed.

## XV.

It is prohibited to the said captain and masters to dismiss, in the course of the journey, and disembark any of their crews or men, without a sufficient reason, unless those seamen give their free consent; and such leave shall not be given, without the permission of the commissary of classes, in the ports of the kingdom and colonies, or of the consuls in the foreign ports, under the penalty of three hundred livres for each man disembarked without a permission.

## XVI.

His majesty most positively enjoins, to the commissaries of classes, in the ports of the kingdom and colonies, as well as to consuls and vice-consuls of France, in the foreign ports, to cause those seamen disembarked out of ships of trade, left sick in hospitals, or making part of the crews disarmed and condemned, as also deserters, to come back as soon as possible to their quarters; and they shall cause the said seamen to be embarked as substitutions on the ships of trade wanting men, and destined for the ports of quarters of the said seamen, or for any port in the neighbourhood. It is prohibited, likewise, to the captain of those presented by the commissary and consuls, who shall  
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fix the wages of the said seamen, in a manner that they shall not exceed what they had on the ships they have left, or which they have been disembarked or dismissed from, and notice shall be taken of it in the rolls of the crew: his majesty prohibiting, in this case only, to the seamen, to make any conventions with the captains and masters, relating to their salaries, and declaring void all the said conventions contrary to the notes of the crew's rolls.

## XVII.

When a trading ship is disarmed, the commissary of classes shall set down, in the books of seamen composing the crew, the day and place of the disarmament; as to the seamen of the crew dependant on another quarter, they shall be obliged, as they come into it, to shew their book to the bureaux of classes, that the notes copied in it may be transferred in the matriculation.

## XVIII.

His majesty enjoins the captains and masters, to take care of the men of their crew, to present them to be disarmed, or to give proofs for those that have left the ship; in case of the death of any man of the crew, to give lawful proofs to the bureaux of admiralties, and to observe the ordinances, in respect to the goods of the dead.

## XIX.

His majesty makes positive inhibitions to the commissaries of classes, as well as to chiefs of classes and officers belonging to them, to take, directly or indirectly, any interest in the property of the ships, and in the armaments, either for the course, trade, or fishery, or in any undertakings for commerce, of whatever kind they may be, fishery, sea-rights, or farms of the said rights.

CHAP.



## C H A P. XI.

*Of the Seamen out of Service, and Invalids.*

## A R T. I.

**T**HE seamen and workmen turned of sixty, and those that, without being so old, are disabled for the service on account of their wounds, sickness, or continual diseases, shall be declared out of service; consequently, their name shall be erased from the register of the matriculation, or workmen's rolls, as well as out of the rolls of service for the syndicat, and set down on a particular roll.

## II.

Pensions, or invalid's pay, shall continue to be granted to those seamen or workmen, wounded either in the service of his majesty, or in the ships armed for the course, trade, or fishery, as well as those disabled for work by their infirmities or their advanced age.

## III.

The pensions, or pay, shall be proportioned to the wages those seamen had in the ships of his majesty in the last cruise, and mentioned in the matriculations: as to the workmen, not sailors, those that have been employed three years in the service of his majesty shall be considered as having twelve livres of pay every month; those that have been serving more than three years, and less than six, as seamen, at fifteen livres; and, after six years of service as seamen, at eighteen livres; and the masters of workmen, not boarded, as officers of the sea, to which description they answer.

## IV.

## IV.

The seamen and workmen, disabled and wounded in the service of his majesty, shall have the pension of two-thirds of the pay, if entirely disabled from work ; but only half-pay shall be granted them, if they have got some grievous disease that obliges them to renounce the sea and laborious works, but are still able to work and get part of their subsistence.

## V.

Those pensions shall be augmented to a fourth part more for those men disabled in the service of his majesty, when they are so by wounds received in battle.

## VI.

Those wounded and disabled in the ships armed for the course, trade, or fishery, shall have the pension of half-pay, if not fit for work ; and that of the third part if still able to get a part of their subsistence.

## VII.

The seamen turned of sixty, having passed at least ten years in the trading vessels, and three years in the service of his majesty, each month of navigation in the ships of war, after three years, being reckoned as two in a trading vessel ; or those, who having been the same time in the ships of his majesty, did exercise, twenty years since they were classed, the profession of fishermen, boatmen, and such like ; as well as the workmen, not sailors, who did exercise their professions five and twenty years since they were inscribed in the roll, five years of which were in the service of his majesty, shall have the pension of a third of the pay, and even that of half-pay, if their infirmities, and the want of resources from their families, disable them from getting their subsistence.

## VIII.



## VIII.

The petitions, to be declared free of the service, or admitted to the pensions of invalids, shall only be addressed to the inspector, when on his visits; and those petitions shall be refused, which are not in this form; excepting, nevertheless, those relating to the musters kept in the ports of Brest, Toulon, and Rochefort, which shall be drawn up by the councils of marine of the said sea-ports.

## IX.

The inspector shall take the necessary informations to know the truth of the facts set forth to him; shall cause to be visited, by surgeons kept for that purpose, those that pretend to be wounded, or disabled; examine the account of their services, and the pieces presented as proofs; shall enquire about the families of those seamen and workmen, and the resources they might have.

## X.

The chief of classes, and commissaries, shall give him the informations necessary to judge rightly of those petitions; and he shall decide, after he has taken their advice, on those that are to be admitted.

## XI.

He shall set down, in each quarter, an account of seamen and workmen that are to be declared out of service, according to the first article of the present chapter; he shall write down in the margin their name, the proofs given to him, and the reasons that determined his decision; he shall deliver the said account, signed by him, to the commissary of classes, who shall erase out of the matriculation all those mentioned in the said account, and transfer them into the roll of such as are free of the service.

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## XII.

## XII.

The said inspector shall make another account of those judged fit to be admitted to the pensions of invalids ; shall explain the reasons of his proposition, and join the account of their services, and the more interesting articles, taken out of the matriculation, and their book, signed by the commissary, as well as the certificates of the ship's captain in which they served, register of their baptism, testimonies of the surgeons, and other justifying proofs.

## XIII.

After he has done his visiting reviews, he shall form, of all the particular accounts made in the quarters, the general roll of those who have a right to pretend to the pensions of invalids, in the extent of his inspection, dividing them into several classes, according to the distinctions established in Article IV. V. VI. and VII. of the present chapter.

## XIV.

In each division or class, he shall inscribe the first those that are most disabled, and whose wants are most pressing, by some particular circumstances and the situation of their families ; their wants being equal, he shall pay most regard to the time of their service in the king's ships, and to their age.

## XV.

The particular inspectors shall send, every year, in the month of December, to the general inspector, an account of the invalids admissible, in the extent of their inspection, with an extract of their justification ; they shall, likewise, send to him a memorandum of observation on those whose services, actions, and particular circumstances, enable them to pretend to extraordinary favour, as well as on  
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the seamen and workmen turned of sixty; and form the last division or class of those who, in their opinion, deserve half-pay, instead of that of the third part, and on those who may have any right to be admitted as invalids, though they should not be mentioned in the account, for want of a sufficient time of service, or because they are not in any of the cases mentioned above.

## XVI.

The general inspector shall examine the said accounts of admissible invalids, shall observe if the reasons alleged are conformable to the regulations prescribed, and if there are sufficient proofs: he shall suppress the names of those that, in his opinion, should not be inscribed in it.

## XVII.

He shall take the orders, from the secretary of state for the marine, of the sum that may be given in pensions, and make the scheme to employ that sum, in following the order of the accounts, in such a manner, as the wounded and disabled men in the ships of his majesty in battle, composing the first class in each of the accounts of the four inspections, may be admitted the first; after them, those of the second class; and so on for the others, successively, till the said sum be entirely used; if they can admit only a part of a class, the first inscribed in the said class shall be preferred.

## XVIII.

He shall present those accounts to the secretary of state for the marine, with his observations and notes, relating to him the particular favours that have been asked for; shall make out, according to his orders, the accounts of the invalids that are to be admitted for each inspection, and shall send them to the particu-

lar inspectors, with the *brevets*, to the chiefs of classes, who shall distribute those brevets to the invalids admitted, and deliver the said accounts to the commissaries of classes, after they have been taken notice of.

## XIX.

The general inspector shall take care, in his visiting review, to establish some constant and uniform principles, for the reasons that shall determine him to declare out of service the seamen and workmen, and on the manner of setting up the accounts of those to be admitted; he shall give the necessary instructions, and, besides, an account of all his observations on that subject, to the secretary of the marine.

## C H A P. XII.

*Of the Advances to be paid to the Families of the Seamen employed in the King's Service.*

## A R T I.

THEY shall pay, each quarter, out of the *caisse* of the seamen of each quarter, the third part of the salaries due at that time, to the seamen employed in the ships of his majesty.

## II.

The sums set down on those memorandums shall be paid, by an advance, to the said seamen's families, for their subsistence.

## III.

In the time of the levies, every one of those commanded, shall name to the commissary of classes, or syndic, the person that he desires the advances on his salaries should be paid to in his absence, and note of it shall be made in the roll of levy; those  
of



of the seamen who will not make any determination, shall leave them in the caisse, and be paid when they come back.

IV.

Those, nevertheless, who shall not destine their advances to their wives and children, must give an account of their reasons to the chief of classes and commissary, who, if they do not find those reasons sufficient, shall themselves make the destination, and declare it to the seamen.

V.

These advances shall be paid by the treasurers of the seamen, according to the notes made in the rolls of the levy, and at the day fixed by the chief of classes and commissary, who shall cause this to be announced, and shall be present to review and certify the accounts.

VI.

Besides the advances paid to their families, there may be given, in the campaigns, some clothes to the seamen embarked in the ships of his majesty, as much as a third part of the value of the wages due to them.

VII.

The families of those seamen who died in the king's service shall remain exempt from reimbursing the advances they have received, that should exceed what was due to them at the time of their death, according to the ordonnance of the 1st of May, 1746.

VIII.

The seamen and workmen employed in the service of his majesty, who will send money to their families, or if any persons want to send money to those seamen and workmen, they shall deliver it into the hands of the treasurer of the place wherein they are, who

shall give them a note on the treasurer of the quarter where those notes ought to be paid, those of a quarter in another of the same department in twenty days, and out of it in forty.

### C H A P. XIII.

*Concerning the Gratifications that may be given to the Families of those Seamen who died in the Ships of his Majesty.*

#### A R T. I.

**G**RATIFICATION shall be paid, out of the cash belonging to the seamen invalids, to the widows and children of the seamen killed in fighting in the ships of his majesty, or who die by the wounds that they have there received.

#### H.

These gratifications shall be fixed; for the widows, a year of the pay their husband had when he was killed; for each of the children, not yet fourteen years old, and with their mother, a fourth part of the year's pay; and for those of the said children quite orphans, half of the year's pay.

#### III.

If the said seamen have neither wife nor children, but they leave a mother, a widow, more than fifty years old, not able to provide for their subsistence, and not having any other sons to provide for them, there shall be given to them a gratification equal to that of the widows.

#### IV.

There shall likewise be given some gratifications to the widows, children, and mothers, of the seamen who die by accident, or sickness, in the ships of his majesty,



majesty, or in the hospitals, being sick; and the said gratifications shall be fixed to the half of those determined above for the families of the seamen killed.

## V.

The widows, children, and mothers, of the seamen classed, that have been killed in fighting in the ships armed for cruising, or in the ships of trade, shall obtain the like gratification as mentioned in the preceding article.

## VI.

When the ships belonging to his majesty are disarming, the captains and chief officers of those ships shall deliver, to the office of armament, a state of the men of their crew killed in fighting, and of those who died by accident, or by sickness, in the time of the cruise: in mentioning the cause of their death, they shall give, likewise, a state of those disembarked sick, and sent to the hospitals; and the said state shall be signed by the captain, by the officer for the detail, and by the surgeon-major of the ship.

## VII.

There shall be set up, in the office of armament in the sea-ports, some particular state of the seamen belonging to each quarter of the classes, that have been killed in fighting, or died in the ships of his majesty, according to the accounts made in the disarmaments; as well as of those seamen who, having landed sick, died in the hospitals of their wounds or sickness, conformable to the accounts given by the officers of administration and health of the said hospitals; and those accounts shall be sent to the commissary of classes, who shall impart them to the chief of the circles.

## VIII.

The chief of classes and commissaries shall make inquiries together about the situation of the family of the said seamen, and write down an account of the petitions for gratification, according to the articles II. III. and IV. of the present chapter; including likewise those of the families of seamen killed in the ships armed for cruising, and the ships of trade; they shall send the said state to the inspector, with the certificates of life, extracted from the registers of marriages, or christenings, proofs of the death of the men killed in the ships, and other justifications.

## IX.

The inspector shall address the state of the petitions of gratification to the general inspector, who shall present it to the secretary of the marine, who is to pronounce on those petitions, and give the necessary orders that the gratifications may be paid, without delay, to them who have a right to it, by the treasurers of invalids in each admiralty.

## C H A P. XIV.

*Of Deserters.*

## A R T. I.

**T**HE seamen, who shall leave their quarters when a levy has been announced, or who, having been commanded for the service, shall not meet at the place appointed for the marching of the levy, at the day fixed, shall be condemned to a confinement for eight days, and to receive only two-thirds of their pay for an extraordinary cruise of six months; those, nevertheless, who shall join the levy in their march, or shall meet at the port,



port, and go to the office of armament, within twenty-four hours after the arrival of the said levy, shall only be condemned to a confinement for eight days.

## II.

Those who shall desert in the march, or who, after their arrival at the port, shall go astray more than two leagues, without leave, shall be condemned to a confinement for eight days, and a year's half-pay in an extraordinary campaign; after which campaign they shall be put immediately to the pay inferior to that they had before, till they have deserved by their services to have it again.

## III.

Those who, having deserted in the march, or from the port, shall go to the office of armament before the time they could have been destined or employed in the ships, had they not deserted, shall only be condemned to a confinement for eight days, and an extraordinary campaign of three months, at two-thirds of pay.

## IV.

The seamen, condemned to the extraordinary campaign, with diminution of pay, according to the preceding articles, as well as those condemned for the articles mentioned hereafter, shall serve in the ships of his majesty, with the same lower pay, all the time fixed for their punishment; and those extraordinary campaigns shall not be in the place of those they should have, or that they should be obliged to do, when their turn comes, neither be reckoned among the services necessary to be admitted to the quality of pilot and quarter-master, nor to obtain the pension of invalids; and, in the time of those campaigns, they shall not be promoted in any manner whatsoever.

## V.

## V.

The workmen, not sailors, who, having been commanded, shall not meet at the place fixed for the departure of the levy, shall be condemned to a confinement of eight days; and those who shall desert in the march, as well as those who shall go away from the port more than two leagues, without any leave, shall be condemned to eight days confinement, and embarked in the ships of his majesty, to make a campaign of six months, at the pay of seamen's apprentices; but they shall not, however, be inscribed on the seamen's matriculation, and shall be continued, after the said campaign, to be employed as workmen, not sailors.

## VI.

The seamen who shall desert from a ship of his majesty, shall lose the wages, and the share of prizes that might be due to them, and which shall be confiscated to the benefit of the invalids, shall be condemned to the lower pay, and to serve besides eighteen months, at half of the said smaller pay; and those said seamen shall not be afterwards promoted, neither in pay nor station, but successively, and when they shall have deserved it by some new services.

## VII.

Those, who shall have deserted from the ships of his majesty in a foreign sea-port, or from a port in the kingdom, to go into a foreign country, or to get embarked in foreign ships, shall be condemned three years to the galleys.

## VIII.

Those, who, by their fault, have been absent from the ship when it is ready to sail, shall be reputed deserters, and treated as such, according to what is mentioned



mentioned in the two preceding articles ; and, nevertheless, if they go willingly, within the space of three days after the departure of the ship, to the office of armament, or before the commissaries of classes, in the ports of the kingdom or colonies, or in the foreign sea-ports, to the consul and vice-consul of the nation, who shall deliver to them a certificate of their coming back, they shall be exempt from the said punishment, and condemned only to be confined eight days, and serve a year's extraordinary campaign at half-pay.

## IX.

All the seamen, who, having been condemned to the extraordinary campaign with a diminution of pay, and who shall desert in the time of those campaigns, shall be condemned for three years on-board the galleys.

## X.

The commanding officers of his majesty's ships shall announce those of the seamen, who have deserted from their ships, to the commanding officer of the ports, who shall proclaim a council of war to try the deserters, in the manner prescribed by the ordonnances, and pronounce against them the punishments mentioned by the articles VI. VII. and IX. of the present chapter ; excepting, nevertheless, those of the said deserters who came back willingly, within three days after the departure of the ship, and whose punishment shall be pronounced by the commanding officer of the ports, who shall likewise pronounce the punishments, mentioned by the articles I. II. III. and V. against those seamen and workmen who shall not obey the orders of levy, and against those who shall desert in the march, or from the ports.

## XI.

## XI.

There shall be sent, in the quarters, a list of the deserters; and the chief of classes, together with the commissaries, shall make all the inquiries necessary to know where they are, and cause to be taken back in the port those they have been able to arrest.

## XII.

The seamen classed, who shall enlist in the infantry or marine, shall be confined eight days, and, besides, be obliged to serve an extraordinary campaign of six months, in the ships of his majesty, at two-thirds of pay, to which they shall be condemned by the chief of the classes in the arrondissement.

## XIII.

The obligations they might have contracted shall be void, and there shall not be allowed to the officers, or recruiting-officers, any reimbursement, according to article VII. of the ordonnance of the 16th of November, 1759; but there shall be taken, out of the first salaries of the said seamen, a sum equal to that they have received, which shall be placed in the invalid's box; those, nevertheless, who having contracted such obligations, shall have obtained their release, within the space of eight days, by declaring their quality, and returning the money they have received, shall only be condemned to eight days confinement.

## XIV.

The seamen, enlisted in the ships armed for the trade or fishery, who have deserted in the ports of the armament, if they can be arrested before the departure of the said ships, shall be delivered to the captain to make the cruise they were enlisted for; and they shall only be paid half of the salaries they should have had.

## XV.



## XV.

If the said deserters can only be arrested after the departure of the ship, they shall be condemned to eight days confinement, to return the advances, and to pay to the captain, or the armators, the damages arising from their desertion, if there are any; and shall make a campaign of three months in the ships of his majesty, at two-thirds of pay.

## XVI.

Those who shall desert in the journey, or from any stopping place, shall lose the salaries, shares, and all the sums, that might be due to them, which shall be confiscated to the profits of the invalids box; the said deserters shall be delivered to the captain, to continue the journey, at half pay; and, after their coming back, shall make an extraordinary campaign of three months in the ships of his majesty, at two thirds of pay, if they have only been arrested after the departure of the ship they were belonging to, they shall be condemned to the jail for eight days, to pay all the damages to the captain, if there are any, and to make an extraordinary campaign of six months, at two-thirds of pay.

## XVII.

All that is prescribed by the articles above, concerning the deserters of the ships of trade, shall be done likewise concerning those belonging to the ships armed for cruising; as to what relates to the execution of their engagements, wages, and parts, as well as the damages to pay to the captains and armators; but the time of the extraordinary campaigns, they may be condemned to, shall be double of those pronounced against the deserters from the ships of trade.

## XVIII.

The captains of the ships, armed for cruise, trade, or fishery, shall make known, within three days,  
to

to the commissary of classes, the deserters out of their crews, and shall declare it likewise, and within the same time, to the officers of the admiralty, or, if in the foreign sea-ports, to the consuls and vice-consuls, relating all the circumstances, and the proofs of their desertion, which declarations shall be certified by the testimony of three of the chief people of the crew, and received without any fees.

#### XIX.

The captains, who should happen to neglect the declarations prescribed by the preceding article, or to denounce the deserters, shall not be allowed to form against them any petition, neither refuse them their salaries, or shares, under pretext of desertion, and shall be, nevertheless, condemned to pay to the invalids box, in their own and private name, the sums that were due to the said deserters, without being permitted to make any claim for them afterwards.

#### XX.

All those convicted of having induced the seamen to desert from the ships of trade, and of aiding their desertion, shall be condemned to forfeit three hundred livres, and be compelled, together with the seamen so deserting, to reimburse whatever has been advanced, and to pay the damages to the captain and armators.

#### XXI.

The seamen classed, who, in time of peace, shall be found serving foreign ships without permission, shall be condemned to jail for a fortnight, but at the lower pay, and shall serve extraordinarily two years at the half of the said low pay; and those who, in time of war, shall be arrested in foreign ships, or going into a foreign country, shall be condemned for three years to the galleys.

#### XXII.



XXII.

Those, however, shall not be subject to the punishment mentioned in the preceding article, who, having been in a foreign country, shall come back willingly, and go to the office of classes in their quarter, within six months, they shall only be detained in jail eight days, shall make an extraordinary cruise of six months, at two-thirds of pay, and be put afterwards to the pay immediately inferior to that they had before.

XXIII.

Those who, in time of war, shall be taken serving in the enemy's ships, shall be condemned to the galleys for life.

XXIV.

All persons, of whatever rank and condition they may be, who shall be convicted of having enlisted sailors, and others, seamen, classed, to send them into a foreign country, or having induced them to go out of the kingdom, shall be condemned for three years in the galleys; and those, who shall have induced seamen to pass into an enemy's country, shall be condemned to the galleys for life.

XXV.

The chief of classes and commissaries shall cause search to be made of the deserters from the ships of trade, denounced in the manner prescribed by the XVIIIth article of the present chapter, shall cause them to be arrested and delivered to the officers of the Admiralty: they shall make known likewise, to them, those of the classed seamen who have gone into a foreign country and have been arrested; the captains, masters, and patrons, who shall have enlisted any deserters, or shall have embarked and landed seamen or passengers without notice being

being taken of it on the crew's roll, and the persons convicted of having debauched the seamen, of having induced them to desert, or of having enlisted them for a foreign country, that they may be tried and condemned according to the ordonnances and articles above.

## XXVI.

However, the officers of the admiralty shall not be allowed to pronounce against deserters belonging to ships of trade, and others, seamen, the punishments of the extraordinary cruise, and the pay lowered; but they shall send those, who deserve them, to the discipline of the classes, and cause them to be delivered to the chief of classes, who shall pronounce against them the said punishments.

## XXVII.

The commanding officers of the ships belonging to the king, the captains of corsairs, and captains of prizes, shall see if in the crews of the enemy's ships there are any French sailors; if they find any, they shall mention it in the declaration of the prizes, and those seamen shall be taken to the jails of the admiralty.

## XXVIII.

The commissaries of classes shall mention, in the matriculation, the punishments given and condemnations pronounced against the seamen; and shall set down, likewise, the diminutions of pay, according to the notes sent by the commanding officers of the sea-ports, or delivered by the chief of classes; but it shall not be taken notice of in the books of the extraordinary-cruises, nor reckoned among the real services.

## XXIX.

The condemnations to the extraordinary cruises, to the diminution of pay, pronounced by  
the



the councils of war, the commanding officers of the sea-ports, and chief of classes, shall be executed without promoting the pay, either in the cruise or in the disarmament, or shortening the duration of the extraordinary service, unless there should be an express order from the secretary of the marine, and leave of absence shall be given to those who have finished the said cruises.

## XXX.

When the ships in which the said seamen were embarked for some extraordinary cruise shall disarm, before the time fixed for the duration of those cruises, then they shall, as soon as possible, be re-embarked in some other ships of war, to finish them; on the contrary, if the said cruises were finished before the ship disarms, all the time, exceeding that which the said seamen have served, shall be reckoned as real service, and they shall be paid for it as they would otherways have been if they had been in actual service.

His majesty enjoins the duke of Penthièvre, admiral of France, vice-admirals, lieutenants-general, and chief of squadrons, the commanding officers in the sea ports, the general inspector of the classes, the intendants and adjutants of the marine and colonies, the commissary for the observation of the ordonnances in the admiralty, and all others whom it may concern, to observe the due execution of the present ordonnance, which shall be registered in the office of the admiralty, and read and published whenever it shall be required.

Done, at Versailles, the 31st day of October, one thousand seven hundred and eighty-four.

(Signed) *Louis.*

And, lower down, *The Marechal de Castries.*

K

CHAP.

C H A P. XIV.

*Regulations concerning the Order, Police, and Discipline, of the Barracks for the Seamen.*

The First of January, 1786.

*In the King's Name.*

A R T. I.

**T**HERE shall be established, in each of the sea-ports of Brest, Toulon, and Rochefort, barracks, to receive the seamen as they come from the quarters of classes they have been recruited in, and to lodge them till they embark for their destination.

II.

The said barracks shall be established, on-shore near the ships destined for that purpose in port, or near those ships ready to sail; his majesty keeping his intentions to himself on every thing concerning the barracks of each port.

III.

The said barracks shall remain under the authority of the commanding sea-officer, and a general major under his orders.

IV.

The commanding officer of the marine shall name a major of a ship to be at the head of the said barracks, to maintain the police, and see that all the regulations made on that subject be observed.

V.

There shall belong to it two under-lieutenants of ships, under the orders of the major commanding a ship,



ship, and as many masters kept as the circumstances may require. †

VI.

There shall be given an additional salary to the major commanding the barracks, consisting of twelve hundred livres, and six hundred livres for the expences of the office; a sum of four hundred livres to each of the under lieutenants, and one hundred and fifty livres to each master.

VII.

The commanding officer of the barracks shall give an account himself, every day, or, according to the circumstances, by one of the officers under him, to the general major of the marine, of the state of the barracks, of all the details relating to it, the number and kind of men lodged in them, as well as their motions.

VIII.

The office of the armament shall be joined to the barracks, and established for that purpose, either in the inside of the said barracks, or in a neighbouring place.

IX.

The commissary of the office of armament shall have the direction, and be accountable for the regulation, of the barracks, the registering of the men, coming in, and all the objects relating to them; there shall be established, under his orders, two clerks, one of them to keep the register of receiving and dismissing the men, the other for the complement of the provisions, and other internal details.

X.

The seamen, enlisted for the service of his majesty in the quarter of classes, shall be conducted to the

ports in the manner prescribed in the XIIIth chapter of the ordonnance of the 3d of October, 1784; and the officer commanding the conduct, or the syndic, master or officer of the marine, established chief of the said levy, shall conduct them to the barracks, when he gets in the port, to present the men that compose it to the commanding officer of the said barracks.

#### XI.

The said levy shall be reviewed, at the moment of their arrival at the barracks, by the commissary of the office of armaments, in the presence of the commanding officer of the barracks, and chief of the levy, to whom a receipt shall be given by the commissary, at the bottom of the order he shall be bearer of, which receipt shall be viewed by the officer commanding the barracks; the surgeon belonging to the barracks shall always be present, to see, by visiting himself the men, whether they have any disorder that would render them improper for the service; if there should be any, they shall be delivered to the commanding officer of the levy, to be taken back to their department; and there shall be given an account of it, by the commanding officer of the port, to the secretary of the marine.

#### XII.

The commanding officer of the levy shall write an account of every thing that has happened as to the conduct of the men he has been trusted with, and give a state of those sick that he left in the hospitals on the road, as well as those who have deserted; which shall be announced by the commandant of the barracks to the major-general of the marine.

#### XIII.



## XIII.

The major-general of the marine shall inform all the inspectors of classes of the arrival in the port of the men of their inspection; and the commissary, belonging to the office of armament, shall inform likewise the adjutants of the departments, from which the levy has been made up; these notes shall contain the exact state of the men that the said inspectors shall find, in the different quarters the men are belonging to.

## XIV.

All the men, presented and received in the barracks, shall be inscribed in the register kept by the clerk of the office of armament, appointed for that register, in which shall be mentioned their names, surnames, ages, quality, and pay, as well as the name of the parishes and that of the quarters.

## XV.

There shall be mentioned, in the said register, the date of their coming into the said barracks; and all their motions, since the said time till their coming again in the quarters, shall be noticed in the columns destined for that purpose.

## XVI.

His majesty enjoins positively all seamen enlisted for the service to meet directly in the barracks as soon as they get in the port, and the chiefs of the levies to take them there; and there shall not be permitted, under any pretence whatsoever, to the said men to go astray, or to go into private houses, where they shall not be allowed to lodge, or leave their clothes in deposit, under the penalty of interdiction.

## XVII.

However, those of the said seamen having their abode in the town shall be allowed to continue to live in their houses, with the consent of the commanding officer of the barracks, provided they let him know the place of their abode.

## XVIII.

The seamen received in the barracks shall be distributed and divided in several companies, composed of seven men; for each of the said companies shall be appointed some sea-officers, to be at the head of the seamen, and conduct them to the work destined for them; they shall observe in the barracks the same order and discipline as in his majesty's ships, according to the regulations of this day.

## XIX.

The sea-officers shall have the same privileges and distinctions as on the sea; they shall be distributed in the halls, wherein shall be lodged the seamen of the companies to which they shall belong; and they shall eat together between them, according to their degrees.

## XX.

The sea-officers and seamen shall receive their provisions in the barracks, in the same manner as on-board ship, and the same order shall be observed for the distribution of the portions; and the hours for meals shall be determined by the particular regulation of the barrack.

## XXI.

There shall be established, for that purpose, a camboose and kitchens in the said barracks; and the clerk of the commissary of stores shall be informed every day of the number of men lodged in them.

## XXII.



XXII.

The clerk, appointed particularly for the complement of the provisions in the barrack, shall be present at the distribution of the portions, shall take a note of their number, and certify whether that number equals the number of the men in the barrack.

XXIII.

One of the under-lieutenants of ships, belonging to the barracks, shall likewise assist at the distribution of the portions, with one of the masters, and see that they are all of good quality.

XXIV.

All the sea-officers and seamen, established in the barracks, shall have half the pay they ought to have when at sea, according to the writings set up for that purpose by the commissary of the office of armament.

XXV.

The intendant of the port shall make, or cause to be made, every month, and even oftener if thought proper, a review of the seamen, in the same manner as the review of the crews; he shall let it be known the day before to the commandant of the port, that every thing in the barracks may be prepared for the said review.

XXVI.

The commandant of the barracks shall take care the clothes of the seamen, received in the said barracks, shall be examined; and accounts of it shall be made up by the clerk of their state.

XXVII.

The commandant shall take care, that each seaman has the quantity of clothes, mentioned in

the XXXVIIth article of this day, concerning the order and neatness, to be maintained on-board ship.

## XXVIII.

In case the said seamen should happen not to have necessary clothes, they shall be furnished with what they want, to have them complete, by the general store-house, at the time of their embarkment, and the value shall be charged on the advances of armament.

## XXIX.

The commanding officer of the casern, shall take care to have his internal regulations, agreed upon, observed, to maintain order, discipline, neatness, and salubrity.

## XXX.

There shall be established a guard-house in the barracks, and the men shall be furnished by the royal body of the seamen gunners and the commanding officer of the navy shall regulate its force; it shall be commanded by an under-lieutenant of a ship; or, in want of him, by an under-lieutenant of the divisions, or an inferior officer.

## XXXI.

The order of confinement shall be written and signed by the major general of the navy, and stuck up in the guard houses; the commanding-officer in the barracks shall have a right to give them, provisionally, according to circumstances, but under the restriction of being accountable for it to the major-general of the navy.

## XXXII.

The hours when the seamen are to come back into the barracks, and those for the roll-call, shall be regulated by beat of drum, unless some extraordinary



ordinary works should prevent it ; but the men in barracks shall always meet by the ringing of a bell.

XXXIII.

An hour after drum-beating, the masters and sea-officers shall go round, and see whether the fires are put out, except those used nightly ; whether all the men are in their places, and every thing in the prescribed order ; the commanding officer of the barracks shall cause some extraordinary rounds to be made, if he thinks it necessary ; he shall take all the precautions requisite to prevent fire, and order a number of men to watch nightly, and be at hand in case their assistance should be required.

XXXIV.

He shall maintain the greatest neatness in the yards, cambooses, lodgings, and kitchens, and shall order, every Sunday, a round to be made, to preserve order, as well as to examine the seamen's clothes ; and shall punish those who cannot produce all the clothes they ought to have, according to the review made at their arrival.

XXXV.

No woman shall be permitted to come into the barracks, under any pretence whatever.

XXXVI.

It shall not be lawful to play at any game of chance, and all disputes shall be immediately settled, and the aggressor shall be punished according to the severity of the ordonnances.

XXXVII.

The internal regulations, as well as the ordinance of the crimes and punishments, shall be posted up ;

up; they shall be read, publicly, as many times as the commanding officer of the barracks shall think it necessary, and chiefly at the arrival of a numerous body of seamen, or when the crews of the ships disarmed come back.

## XXXVIII.

The commanding officer of the barracks shall give an account, to the major-general of the marine, of the desertions of the men in barracks, as well as the robberies and other crimes that may have been committed in the inside of those barracks.

## XXXIX.

One of the port's almoners shall be particularly appointed for the service of the barracks, and shall celebrate mass every Sunday and holiday.

## XL.

There shall belong likewise to the barracks a surgeon, who shall reside there, to give the necessary relief to the sick and wounded, and who shall give an account, every day, to the commanding officer.

## XLI.

The sick and wounded shall be transferred, as soon as possible, to the hospital, on the bill of the surgeon of the barracks, which shall be viewed by the commanding officer, or one of the officers belonging to the barracks, and by the commissary, or clerk, particularly appointed for keeping the register; there shall be mentioned, on the back of the said bills, the nature of the disorder, and the first remedies that have been administered.

## XLII.

The clerk of the barracks shall mention on the register, at the article of each man sent to the hospital,



pital, the date of his coming into it, and afterwards that of his going out, or of his death.

XLIII.

He shall keep likewise a particular list of all the men sent from the barracks to the hospital, and erase from the list the names of those gone out, or dead, in marking the dates.

XLIV.

When any of the navy officers, or seamen, embarked in the ships or vessels, shall be disembarked to be sent to the hospital, there shall be a note of them sent to the office of armament, and the commissary shall mention the names of those men on the list of the hospital, together with the ship they came from, and the date of their embarking.

XLV.

All the seamen discharged from the hospital shall come into the barracks, and can only be sent to their quarters by means of a permission given to them in the said barracks, with the advice of the surgeon belonging to the barracks, and to be viewed by the commanding officer.

XLVI.

One of the under-lieutenants of the navy, belonging to the barracks, shall go every day with the surgeon, to visit the hospital; they shall have a copy of the list of the sick, in which they shall mention those who died that day, those who have been transferred in the place of those recovering, as well as those already gone out, which the said officer shall take back to the barracks.

XLVII.

He shall give to the commanding officer of the barracks, a note of the situation of the hospital, containing

training the number of the sick, wounded, and those recovering in it; together with the occurrences of the day, the number of men admitted, gone out, and dead.

#### XLVIII.

The hospital bills shall be sent, at the end of every month, to the commissary of the office of armament, with the notes of their diminution and death, signed by the visiting officers; and the statements shall be compared with the hospital list kept by the clerk of the barracks.

#### XIX.

The commander of the barracks shall send, every day, to the major-general of the marine, a state of the situation of the barracks, containing the number and kind of men contained in them, distinguishing those destined and employed, those without any destination, and the number of sick in the hospital.

#### L.

The formation of the squadrons of the king's ships, and the destination of the men in barracks that are to compose them, shall be determined by the council of the navy; the work shall be prepared by the commanding officer of the barracks, and the commissary of the office of armament, who shall present it, after being viewed by the major-general, to the council of the navy.

#### LI.

When circumstances shall prevent the meeting of the council of the navy for that purpose, the commander of the port, and intendant, shall write a list of the men to be embarked, or employed as substitutes, which list shall be presented by the major-general,



general, after receiving it from the commander of the barracks, and the commissary of the office of armament.

LII.

In urgent cases, the commander of the barracks, and commissary of armament, shall be permitted to furnish some men in place of the sick disembarked out of the ships ready to sail, according to the general orders they shall have received, and they shall give an account of it directly.

LIII.

There shall be employed every day, for the works of the port, the number of men in barracks, that shall be determined by the order of the general director, addressed to the major-general of the navy.

LIV.

The choice and destination of the men shall be made by the commander of the barracks; the said men shall be divided into companies, commanded by some navy officers, appointed to conduct them to the works, to call them over, to take them back again, and to give an account of their conduct.

LV.

The director of the port shall give, by order of the general director, the number of sloops necessary to carry, night and day, the men in barracks destined to the works of the port; the navy officers, and chiefs of squadrons, shall have the command of those sloops, and be answerable for any damage that shall happen to them by their fault or neglect.

LVI.

When any of the king's ships come back into the port, and cannot keep crews on-board, though they  
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are not going to be disarmed, the said crews shall be received and lodged in the barracks, and shall be divided by squadrons, as they were in the ships; they shall remain under the orders of their navy-officers, who shall answer for them to their officers.

LVII.

The said seamen shall, nevertheless, be subject to all the internal regulations of the barracks, relating to their police, security, and neatness; their sea-officers shall be answerable for the damages that may happen to their beds, and things for their use.

LVIII.

The officers of the ships, to which the said seamen shall belong, shall come to take them to the works, when necessary, and shall take them back again to the barracks.

LIX.

When the vessels, for the purpose of conveying the men to their destined ships, shall not be able to join the said ships, the masters, after having secured the said vessels, shall conduct their crews to the barracks; those crews shall be received, and lodged, till they can be sent back to their ships.

LX.

The crews of the ships armed, that shall be received in the barracks, according to the preceding articles, shall have their provisions in the same manner as the men in the barracks; the clerk, appointed for that purpose, shall take care there shall be a double portion; there also shall be kept a particular account of the portions furnished to each of those crews, that they may be deducted from the ships the said crews belong to.

LXI.



## LXI.

When the king's ships shall be disarmed, their crews shall be conducted to the barracks, when a review of those disarmed shall be made by the commissary for the armaments, in presence of the ship's officers, and commander of the barracks; the said men received shall be inscribed in the register, in the same manner as the men raised from the quarters.

## LXII.

Those who are to be dismissed, or to be sent back in the quarters, shall receive their leave in the barracks, after the orders of the commander of the port; and notice shall be made, on their books, of all their services, ever since they have been raised, and their deductions.

## LXIII.

The commander of the port shall determine, according to the XXI<sup>d</sup> article of chapter XIII. of the ordonnance of the classes, whether the said men shall be joined in a numerous body, commanded by some officers, to be taken back in their quarters, or whether they shall set off in small divisions, commanded by some sea-officers, or old seamen; he shall name the commander and conductor of the said levies, shall make them have orders for the road, and shall agree with the intendant of the port for such orders as shall be necessary to give relating to the said conducts, which shall be made according to what is prescribed by the ordonnance of the classes.

## LXIV.

The major-general of the navy shall inform the inspectors of the classes of the départure of the men sent back in the quarters of their inspection; and the commissary of the office of armament shall inform likewise the adjutant of the departments,

the said men have been taken from ; these informations shall contain the statements of the seamen sent back in their quarters.

## LXV.

His majesty's will is, that the present regulations shall be executed according to its form and contents, annulling all the ordonnances and regulations contrary to this: his majesty enjoins, besides, the duke of Penthièvre, admiral of France, vice - admirals, lieutenants-general, chiefs of squadrons, and commanders of the navy in the ports of his kingdom, the intendants of the navy, and all others whom it may concern, to take care the present ordonnance shall be observed, and do every thing to promote its execution.

Done, at Versailles, the 1st of January, one thousand seven hundred and eighty-six.

(Signed) *Louis.*

And, lower down, *M. de Castries.*

## C H A P. XV.

*Registering and Half pay.*

**C**IRCUMSTANCES have arisen, since the late war, that place the impress in a new point of view, and which require much consideration; it therefore behoves the government of this country to be particularly attentive to them.

There are alterations in the political situation of this kingdom, with respect to Ireland and America,  
from



from both of which we derive a considerable part of our naval strength; with respect to the former, this change of political circumstances must affect the impress, both in its principle and operation.

If an impress takes place, how are the Americans to be distinguished by officers upon that service?—If any man declares himself to be an American, it is an opening left for every British seaman, who is not absolutely known, to take advantage of, and therefore avoid the service.

The men raised by impressing have been found not only too expensive (*as may be seen in the statement of the expences, in the various acts lately brought forward in parliament,*) but it is so liable to abuses, and to defeat its object as a foundation to man the fleet, when necessity demands dispatch, like the other methods made use of, such as, the mode by *volunteers*, which is a slow one likewise; that both of them, in my humble opinion, should be made subservient to the following; that is to say, that there should be three different means made use of to attain the same object, (the first of these should be a registered body of seamen;) and that leads me to introduce the heads of the different plans hitherto proposed, most of which have been rejected, from the idea that impressing was to be laid aside.

The method I should propose, therefore, would be this: That, in every port of Great Britain, there should be a small house built, to be called the Admiralty-house; in the principal ones there should be placed, and constantly resident, a captain of the navy, who should have a fixed stipend, and as many lieutenants as are necessary, according to the size of the port; at a smaller one, a lieutenant should remain only; these officers should correspond with the admiralty, and be under their orders, and the

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register

register of the seamen at that port should be kept by them, and taken from the Custom-house books. The different coasts of the kingdom should be cast into divisions, and be under the oldest captain, who should have the command of that circle, and keep books of the whole, which should be corrected and altered by returns, weekly or monthly, from the officers of the other ports, and transmitted quarterly to the admiralty. The seamen at each port, who should be registered, should give security, by some substantial person joining with them in a bond, to be observant to the orders of the division he belonged to, and ready whenever called upon to serve his country, in whatever way the admiralty should choose: those men, who could not find security, should deposit a sum of money upon their being registered, as a security for their return when called out upon service.

To render the registering of seamen a desirable and an agreeable object to them, it is necessary that they should have not only half-pay, which should be proportioned to their merits, and time of being upon the register-books; but they should have some rewards for good behaviour, after twenty or thirty years service; in the first instance, an increase of half-pay, and exemption from civil offices: secondly, being placed in any little office, and exempted from serving, until the whole or the greatest share of their division were employed. After thirty years service, they should be placed at the head of the list, and be preferred to any little offices, such as boatswains, gunners, carpenters, harbour-masters, assistants to a division, or captains of hoys, with free exemption from farther service, if they choose it in preference to the above. Greenwich also should receive those who were infirm and old, upon proper certificates



certificates and proofs of their time and services: the seamen of every port, that were at home, should be mustered twice a year, at the admiralty-house, and appear with clean jackets, trowsers, and knapsacks, and linen, for which a stoppage should be made out of their pay. The officers of every division should constantly give certificates of leave for every voyage in the merchant-service wherein any seaman should be absent, and upon his return he should appear at the rendezvous, or admiralty-house, to receive his pay, and have it renewed against the next time he left the port; so that the admiralty should be constantly informed what men were absent, and when they were likely to return. The custom-house, at all the ports, should inform the admiralty or navy officers whenever a ship arrived or failed, that no fraud might happen in registering the men: any little disputes, between themselves or merchants captains, should also be referred to the navy-officers, who should see justice done them, when necessary, and that they behaved well. No man should be registered under eighteen, or above fifty; perhaps it would be some advantage to allow the old men to take apprentices, of a certain age, in time of peace.

And, whenever the admiralty should send an order for a number of seamen to any particular division, the officers of it should form the number necessary from their books, and send a list of those expected to return the soonest from any voyage to complete any that may be wanting at the time. These men should be obliged to go whenever required; and, if any were refractory, the officers should be assisted by the civil power, or any of the veteran seamen, to send them in a body, either by sea or land, with a lieutenant, and other assistants of the division to

which they belonged, to conduct them to the barracks at the dock-yard, until they were put on-board the ship they were destined for.

Thus, by giving a small stipend, and encouragement towards good behaviour, and a fixed time of service, a *registered seaman* would not only consider himself as one of the first class amongst his brethren, but a privileged and protected man. The service would be rendered more respectable, and coveted, instead of being fled from and detested by all sea-faring people.

In order to constitute a fund to pay this body of men, and their officers, several different plans might be adopted; such as a penny per ton upon all shipping, paid as the Greenwich-money now is, a rate upon all the counties, who would not grudge any money for so good a purpose. Or, otherwise, an additional or fixed sum voted by parliament to the extraordinaries of the navy; one per cent. should be paid out of all prizes taken in war, and all little savings that could be discovered or made in the sale of stores, or other matters, at the admiralty, as a fund for the additional pay of those who have served their limited time, or distinguished themselves by any particular action.

All seamen, who had not a certificate from the registers at the different ports, should be impressed; and if any of that body should have misbehaved, the officer of the port should send a circular letter to all the press-gangs in the kingdom, that such a man might be taken up, notwithstanding his certificate. Perhaps, in time of war, press-gangs might be formed, with a little additional pay, out of the old seamen of the different divisions of the register, and sent to a different port; as no men belonging to a particular place should be employed upon the same spot.

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The volunteers, in time of war, should be raised as heretofore : the uses of a body of registered seamen would be, to equip a fleet with equal dispatch with other powers, and not to be in a languid stupor for two or three years, so as to be dismembered of our foreign possessions by piece-meal, as has been the case in former wars ; so that, by the time our fleet were able to do any thing, and well manned, the nation was obliged to make peace.

### C H A P. VIII.

#### *Payment of Seamen's Wages, and Prize-Agents.*

**T**HE present mode of paying the seamen is so liable to hardships and abuse, that it claims the attention of government in the highest degree ; to illustrate which, I will only state what is usually the case.

A ship's company are generally paid once a year, when upon a station near home, or whenever she goes to dock. But, should any of her men be turned over into other ships, which has happened ten or a dozen times to many unfortunate beings during the last war, that they have served as many years in different ships, perhaps after coming from a three years station in the East or West Indies, and at last hardly knew to what ship they properly belonged ; these men cannot receive their pay, for the ships they have served in, until their return home ; and not even then, if the ship they have before been in is not paid off. It is usual for pay-lists to be given with them from one ship to another ; but, as these are often lost, the poor fellows are reduced to the necessity of applying themselves at the office, where they do not know what to do, from being ignorant

of the forms, and the clerks only attending to one beaten track, so that unless their officers and captains of the ship, in which they then serve, take the trouble of writing from one port to another, perhaps half round the kingdom, whenever their old ship was paid, for the extracts from the books to be sent round, they never get their pay; and many of them, after dancing attendance in hopes of procuring what was their due, and spending what present money they may be in possession of, retire in despair and disgust with such ungrateful treatment.

What I should advise, therefore, is this; that, whenever a man is turned over from one ship to another, the wages due, at the time of his quitting that ship, should be paid him, or transferred to the books of the fresh ship he goes on-board of, to be paid him at the first yard he has an opportunity of applying to for it. This list should have an authentic certificate, signed by the officers of the other ships, and delivered to the captain of the ship he enters into; an officer should be sent to accompany the man, and see him receive his pay, before the commissioners, that no fraud might be committed.

Another object of equal importance, that requires a thorough investigation, is, the division of prize-money arising from captures, which was wisely constituted, as a means of producing enterprize and emulation amongst the officers and seamen of the navy; and it has certainly had every good effect until the late war, when many instances have occurred of fraud, chicanery, and delay, in the admiralty-courts and agents; and I cannot avoid saying, that, among other things, it is a most cruel circumstance, after a prize is condemned, that the captors should be liable to be called upon, to prove whatever has been before discussed: and it is most extraordinary, that,



that, when a ship is condemned in a court of admiralty abroad, that, by an appeal here, the judgement should be reversed, and a verdict given against the captors at home.

To avoid these perplexities in law, I should suppose it would be not only more just, but satisfactory, that the judgements of courts abroad should be final, and without any farther appeal; or, that they should be sent home to be confirmed by the sovereign court, and the money remitted into the hands of the commissioners, before a distribution takes place, that no farther trouble might fall upon the captors.— Another particular is, that of the immense charges and delays attending this court, which should be examined by parliament, and a limited time appointed for the decision of causes, &c. as the delay and quibbles of the law ill accord with the enterprise of military service.

I come now to speak of the agents for prizes; a set of men who generally enrich themselves at the expence of the nation and their employers. It is in the power of the officers and men of any ship to appoint what person they shall choose, by a power of attorney, for their agent, and the seamen generally acquiesce in him who is named by the captain. This person proceeds to sell the prize, after she has been condemned in the admiralty-board, and receives the money, which he keeps until the ship comes into port, or at his own will and pleasure, — very often for several years after it is in his possession, and continues to spin out, under various pretences, the distribution of it; a glaring instance of this kind has offered in the conduct of Mr. Acres, lord Rodney's agent for the prize-money taken at St. Eustatia, which is not even yet distributed. The agent receives and pockets the interest of all money

in his hands, as long as it remains there; likewise that of all who do not apply, which often arises from their being turned over into different ships, and being years away before they can demand their share; and, when they do, an evasive official excuse is returned, or a surly answer given: the money of sick or dead men he keeps, in expectation of its being demanded by them or their relations; and, when that happens, he acts as in the former case, so that a small share comes into the chest at Chatham or Greenwich. I mention these as instances which frequently take place in the hands of bad and designing men: that there are many disinterested men, who act with justice and integrity, is certain; but I fear their numbers are very small.

To remedy so great an evil, there should be agents, or commissioners, appointed by parliament, to reside both at home and abroad, who should be obliged to make a distribution of the money in two months after it is received; or it should be put under the controul and direction of the Treasury-board.

## C H A P. IX.

### *Corps of Sea Gunners and Riggers.*

**F**ORMERLY the French were no better gunners than our most ordinary seamen; we, having so decided an advantage in seamanship, generally obtained the weather-gage, which circumstance was much dreaded by the enemy. Now, the case is much altered; every captain of a gun, in the Spanish and French naval service, is equal, in ordnance abilities, to the most experienced gunner in ours; and, at the distance of long shot, or to leeward, their object has invariably been to destroy our rigging.

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In this plan, by the skill of their gunners, they have succeeded so well, as often to leave many of our van ships, or where the weight of fire fell, mere wrecks, and had the choice of leaving us under an easy sail, or of coming to close action, with every advantage on their side.

The advantages of a body of veteran seamen formed into a corps, as gunners, and kept in barracks at each of our principal dock-yards, are too evident to require much explanation. To proceed however: it would be a means of forming a set of men constantly exercised in the use of artillery, both on sea and shore, so as to make them marksmen; by using them to fire at a mark, and appointing prizes for each who excelled in the first, second, third, or fourth, shots. These men should have officers of the navy to command them, and a sufficient number at each port to form a regiment, that, when divided on-board the ships in ordinary, there should be a man as captain to each gun.

It is wonderful, that so apparently useful a system should never have been adopted in our marine, when it is known by every officer in the service, that, when a ship is commissioned, they are obliged to look out and search, among the number of men raised for their ship's company, for those men who have been formerly on-board ships of war, to appoint them captains of the guns; to point, charge, sponge, ram, and manage, them, and likewise to instruct the rest of the seamen what to do; and, even then, it takes several weeks before they are well used to the exercise, and know their duty, and a still longer time for them to become marksmen, and steady, under a fire. It is true, their good wishes and patriotism do great things, and induce them to learn faster, in this particular circumstance, than many others; but that  
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is no reason that they should not have every assistance, by adopting a more useful and excellent plan. In the last war, the French sea-gunners, at a long distance, always cut away our rigging, and damaged the masts and yards in a surprising manner; so that they often left us winged and shattered, without our being able to come to close quarters with them, or avail ourselves of our native valour; and these partial indecisive actions gave them a ground for congratulation, until the 12th of April, when they were brought to a close and decisive action.

Another eminent and useful service would be derived from a corps of sea-gunners, that they might always have a company of the oldest seamen amongst them employed, with a sufficient number of boatswains and their mates, in constantly rigging every ship that was commissioned, by which means the expence of contract riggers might be saved, who only shew what they call every thing its place, and perform their work in a most slovenly and negligent manner, so that it is always obliged to be done over again by the men or officers of the ship where they are put on-board. This company might be considered as the nursery of all the others, and never leave the port but in the greatest necessity, as it would always form others. The rest of the corps should likewise be employed in getting stores on-board, and conveying them from one port to another; for which service, detachments under their own officers should be made, as for working-parties in the army. The various uses and advantages this corps would afford are inconceivable. The constitution and rules, adopted by the French, I shall state as follows: and any improvement or change, that our service or country might require, would be easily made;



made; though I think the principles of this foundation are too good to want much alteration.

The royal corps of sea-gunners shall consist of eighty-one companies, forming nine divisions, under the denomination of the first, second, third, fourth, fifth, sixth, seventh, eighth, and ninth, divisions; each of these divisions shall belong to one of the three squadrons, established in the three ports of Brest, Toulon, and Rochefort, by the ordonnance of this day, and take rank according to the squadron to which they shall belong.

Each company of gunners shall be commanded by a second lieutenant of the navy, who shall be called captain of a company, whenever he is sufficiently instructed in the schools of artillery, and has passed an examination for that purpose, to shew that he is capable of filling that employ; also, an under-lieutenant of a division, who shall be taken from those among the royal corps of marines; and, in default of them, from among the quarter-masters and serjeant-majors of the new corps.

In the division, the company shall take rank from the seniority of the captain who commands them.

The officers of the navy, serving in the royal corps of seamen-gunners, by the ordonnance, shall for the future only serve in line of-battle ships; and shall enjoy half of the extraordinary pay which was assigned them for serving in the said corps, until they are otherwise preferred, where the pay shall be equivalent to what they enjoyed by this ordonnance.

The company of seamen-gunners shall consist, in time of peace, of a serjeant-major, a corporal, four master-gunners, eight second ditto, twenty-four seamen-gunners of the first class, twenty-four of the second class, thirty-two of the third, a master-armourer and his man, and a drummer, forming together

gether ninety-seven men; the master-gunners shall have the rank of serjeant, and the second-gunners that of corporal.

In time of war, his majesty will renew, in each of the two first classes, an augmentation of five places, which shall be left vacant, and which shall be given as a reward to the sea-gunners of the third class, who shall be encreased proportionably to the demand of the service. But the subaltern officers, as well as the sea-gunners of the two first classes, shall remain according to the number already fixed.

The second-masters and sea-gunners shall be divided into four squadrons, each of which shall be commanded by a master-gunner, and composed of two second-masters, six sea-gunners of the first class, six of the second, and eight of the third.

The first class of the company shall be formed of the oldest seamen gunners, and the preference shall be given to those who shall be accustomed to the working and manœuvring of ships.

The two other classes shall be also placed according to seniority; nevertheless, the best exercised shall be in the second. Each division shall be commanded by the commanding-officer of the squadron to which the division shall belong, the place of major shall be filled by the major of the squadron, who shall command under him; there shall be also a major of the division, an aid-major, or adjutant; the major shall be chosen among the first captains of the royal corps of artillery, the aid-major among the lieutenants of the same corps, and the adjutant from among the subaltern lieutenants of the royal corps of sea-gunners.

All the divisions of the same department shall be under the orders of the commanding-officer of the port, and of the director-general, commanding in the second place, to whom the captains of the divisions make their returns.

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There shall be established, in each of the three ports of Brest, Toulon, and Rochefort, a quartermaster, treasurer, chosen from among the adjutants, or second-lieutenants of the divisions, who shall be charged with the accounts of the chest of all the divisions assembled.

There shall likewise be, in each of the three ports, a drum-major, for the instruction of the drummers of all the divisions of the same port.

The majors of the division of the royal corps of sea-gunners shall have the rank of major of infantry; the second major that of captain, and the adjutant that of lieutenant.

The majors of the division of royal sea-gunners, shall rank with the majors and chiefs of brigade of the royal corps of artillery, for the colonels to arrive or be preferred to the places of under-directors of the artillery of the ports; which last shall rank with the lieutenant-colonels of the said corps, and afterwards become directors.

Whenever the place of adjutant shall be vacant, the major of the division, and the aid-major, shall meet at the major of the squadrons, and shall pitch upon two, among the second lieutenants of the division, to fill up the vacancy, and each of them shall sign his opinion; the major of the squadron shall propose him to the commanding-officer of the squadron, and he also to the officer commanding in the second place in the port, and this last to the commander in chief, who shall send the memoirs to the secretary of the admiralty.

And, whenever the post of captain of a company is vacant, the commanding-officer of the squadron shall assemble the major of the squadron and the major of the division, who shall also fix upon two persons to be proposed by the commanding-officer  
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of the squadron to the second commanding-officer, who shall make his choice, and send the memoirs to the admiralty, as above; and preference shall be given, in all these elections, to seniority and merit.

For the choice of second-lieutenant of the division, the aid-major, and all the captains of companies, shall meet at the major of the divisions, and shall make choice of three among the serjeant-majors and corporals, who have served at least eight years in the corps in quality of second mates, master-gunners, or furrier. This first election shall be carried by the major of the division to the major of the squadron, who shall fix upon two, and convey it to the commanding-officer of the squadron, who shall return it to the commandant of the port, and so on to the admiralty.

Whenever the place of serjeant-major, or drill serjeant, shall be vacant, the captain, lieutenant, and ensign, of the company, shall meet at the major's of the division, to make choice, among the master-gunners of the company, of two, who shall have served at least sixteen years in the service.

The preference shall be determined principally by the merit of the services which the said master-gunners have performed on-board a ship, and afterwards remitted to the commanding officer of the squadron, who shall name him whom he shall judge most proper to fill the vacancy.

The furrier ought to be well versed in all the different parts of the service, as well as the serjeant-major. In this choice, a regard should only be paid to the abilities and intelligence of the party, and of which sufficient proofs have been given.

The employment of serjeant-major, or furrier, cannot be given on any account whatever, to those  
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master-gunners who have ever been convicted of desertion.

If there is a vacancy of a master-gunner in any company, the serjeant-major, the quarter-master, and all the master-gunners, and the oldest second master of the company, shall meet at the second lieutenant's of the company, to elect, from among the sea-gunners of the first class, three of the company; the captain of the company shall choose two, and shall present them to the major of the division, and the major shall present them to the commanding officer of the squadron, who shall name one of them.

There shall be three places of second master-gunner, which shall be as a right belonging to the oldest sea-gunners of the first class; the five others shall be given to persons chosen in the same class by the masters of the company.

The sea-gunners of the first class shall be chosen from among those of the second; the captain of the company shall examine them, in presence of the second lieutenant, ensign, and oldest sea-gunner of the second class, when, if he thinks them properly qualified, he shall give them the vacancy; if not, he shall pass on to the examination of the second, and so on, until he finds a proper person to fill up the vacancy.

At the end of each month, the major of the squadron shall remit to the commanding officer, and to the major-general of the marines, the state and condition of the division; which return shall be sent to the commandant of the port, who will send it to the admiralty.

In the absence of the second commanding officer, or of the commandant of the port, the oldest officer in the squadron shall perform the office of commandant

mandant in the second place, in which station he shall receive the reports of all the divisions.

The major of the division shall be charged, under the orders of the major of the squadron, to direct the different exercises of the artillery, and to overlook all the detail of the troops, concerning the recruiting, the dress, and the arms, he shall conform in every part to what is prescribed upon this occasion by the present ordonnance.

The aid-major of the division shall be obliged to establish regularity in the different exercises, and in the service; he shall collect the accounts which the commander of each company shall daily give him, and make his return to the major of the division, who shall make a report of it to the major of the squadron, who shall report it to the commander of the said squadron.

The first lieutenant shall second the aid-major, in the different offices which he has to fill, and see that the least repairs are done, according to, and in consequence of, the orders of the council of administration.

The captains of companies shall be ordered to see to the instructions of the masters and second masters of the company of royal sea-gunners, as well as to the discipline, maintenance, and welfare, of his company; as the major shall have all those, who are negligent and culpable, severely punished.

The captains of the companies being responsible for the state and condition of the men of their company, they shall take care when the off-reckoning comes, which ought to be made every four months, not to deliver whatever is forth-coming to each of the men, until they have examined their linen, shoes, and stockings, and made to replace those which they shall want: he shall see that all the pay of the sea-gunners,



gunners, of the third class, is applied, as usual, to their mess, only with the exception to the keeping up of the bread, and of the regulation for the linen, stockings, shoes, &c. his majesty strictly charges all his officers, not to order, permit, or tolerate, any part of their pay to be applied to other objects.

The ensign of the company shall be charged, in every situation of the service, with the instruction and command of the company, under the orders of the captain, who shall take care to see that he follows all the detail of the service.

The serjeant-major shall be immediately subordinate to the first lieutenant, and especially charged with the keeping up the discipline of the company; he shall see that the least repairs or alterations are done according to, and in consequence of, the orders which shall be given him by the first lieutenant, and the captain of the company; he shall be obliged to assist the quarter-master-serjeant in the execution of his duty of quarter-master, and shall make a report to the captain of the company, of whatever shall pass that concerns the discipline and good order of the services.

The quarter-master shall be charged with all the detail of the accounts of the substances, distribution of quarters, and to see to the cleanliness of the quarters.

Each master-gunner shall command a squadron, under the authority of the officers of the serjeant-major; he shall exercise them, and make a report of every thing concerning the said squadron to the serjeant-major.

The second master-gunner shall assist the masters in their duty, and shall fill their places, whenever there is occasion, in the command of the squadron.

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The quarter-master-treasurer, shall keep books of the receipts and disbursements, and shall receive the money, which he shall put into the chest; and shall also be accountable and charged with all the detail, which will be explained in the second title of the present ordonnance.

His majesty will have a review made every year of the sea-gunners, conformable to the particular orders which shall be sent to this effect.

The inspector shall be charged with forming the inspection of the said corps, to maintain good order, and the keeping up discipline in the divisions in the three departments; to inform himself of the capacity, ability, and good conduct of the officers; he shall make a return to the marine minister, conformable to what is prescribed by the present ordonnance.

The inspector-general shall enjoy, according to his rank and the extent of his inspection, during the time it shall last, all the prerogatives, preliminaries, and commands, due to the inspector-general.

The pay and wages of the lower officers and soldiers of the royal corps of seamen-gunners, shall be regulated in like manner as in the following table.



A TABLE of the Pay fixed upon for the Royal Corps of Seamen-Gunners.

	Per Month.	Per Year.	Pay on Shore.	Pay at Sea.

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The dress of this corps is a jacket and long trowsers, to button at bottom, with anchor buttons, and short double-breasted waistcoats.

At sea, a jacket of a more common sort, with slash sleeves, and canvas trowsers.

On shore, their arms are a small fusée, cartouch-box, containing only nine rounds, and a cutlass, worn by a belt over the shoulder.

The colours are, two to every port or department, of white, ornamented with a crown of laurel, and a golden anchor at each corner: they are to belong to the second first divisions, or companies. These colours are to be left at the commandant's of the marine.

Whenever there shall be a guard of honour mounted, the colours shall be carried by the oldest second lieutenant of the division.

The colours belonging to the two first divisions of each department shall be carried, whenever the troops are under arms, by the second lieutenant of the ninth company of the divisions, and so on; in case of his absence, by the lieutenant of the other company.

#### *Military Rewards.*

Those officers who, favoured by fortunate circumstances, have the happiness to perform a brilliant action, or to render an important service, shall be preferred as soon as possible.

The services of the officers of this corps shall only be reckoned from the age of sixteen years, the cross of St. Lewis shall be given them, at the period or time fixed for the officers employed in the marine.

Those officers, that age, or decay of strength or constitution, occasioned by wounds, &c. make it impossible



impossible for them to continue in the service, shall enjoy in retiring from it, the pensions for retirement hereafter described.

The whole pay of the degree of which they perform the service at

	Years.	
	45	of service,
Three quarters, at	40	of ditto,
Two-thirds, at	35	of ditto,
One-half, at	30	of ditto,
One-third, at	25	of ditto.

There shall be given, in lieu of the pay suppressed in a former ordonnance, an allowance and distinction to the lower officers and foldiers of the said corps, as well as the seamen-gunners, taken from the classes who shall have distinguished themselves by actions of bravery.

The proportion of these rewards shall be decreed or given by the commandant of the squadron, from the report which shall be made to him, in writing, by the commander of the ship in which the seaman-gunner has performed his cruise, after having been attested by all the officers employed on-board her. His majesty recommends the strictest attention in the certificates they give upon this subject, and only to ask a reward for those, who in the action have shewn remarkable diligence and intrepidity.

These certificates shall be remitted also by the captain of the ship, or other officer commanding her, to the commandant of the port, who shall draw up a general state of it, and send it to the minister of the marine.

In a squadron at sea, all these certificates shall be sent to the commodore of the squadron, who shall collect all petitions of the same sort; and the general, all those of the army, under his orders.

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Every serjeant-major, quarter-master, or master-gunner, who has performed an action of firmness and bravery, shall obtain an augmentation of pay, of one sous a day, and shall be decorated by a border of gold, of three lines, upon the border of the shank or stem of the left epaulet.

If he performs a second, he shall again have an augmentation of two sous per day, and a golden border upon the left epaulet, parallel to that of the right.

For the third, there shall be given him a golden medal, fastened to a red ribband.

The second master-gunners, and the seamen-gunners of the first class, shall obtain an augmentation of one sous per day, for the first action, and the stalk of the left epaulet bordered by yellow silk upon the two borders.

Their pay shall be augmented one sous per day, for the second action, the right epaulet bordering the same as the left.

For the third action, they shall have yellow fringes to their epaulets, instead of red ones.

The gunners of the second class shall be named, for the first action, to one of the five places vacant in the first class.

For the second, they shall have one sous per day, in augmentation to their pay, and a line or ridge of yellow silk upon the left epaulet.

For the third, the same upon the right epaulet.

If the five places of the first class shall be full, there shall be allowed, until there is one open, a sous per day, for every action which shall entitle them to favour.

The gunners of the third class shall enjoy the same advantages with regard to the five vacant places in the second class.

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His majesty reserves to himself the power of giving more distinguished rewards for particular actions of bravery.

The gunners of this corps shall enjoy, after having obtained their dismission, the full pay, and the distinctions which they have gained by their bravery.

The lower officers and soldiers, who, after eight years of service, shall again engage themselves for eight years more, shall be distinguished by a ridge or mark of red silk upon the left arm.

Those who shall re-engage themselves, after sixteen years of service, shall have two marks upon the same arm. And those who have served twenty-four years, shall receive from his majesty a plate, upon which shall be engraved two swords crossed; their plate shall be given them under arms, by the major of the Squadron, at the head of the corps; they shall also receive the price of their re-engagements, conformable to the former articles.

It is his majesty's intention, that those soldiers who have served in other regiments, and shall re-engage themselves in a royal corps of seamen-gunners, shall not enjoy the distinctions given to veterans, unless in case there shall not have been more than two years interruption in their services; and, if otherwise, they shall not have the decorations of veterans, or military rewards, unless they perform six years of service more than those who have served without interruption.

As to the lower officers and soldiers, who, by their age, their wounds, or infirmity, shall not be in a state to continue their services, and declared as such, after a strict examination, held before the inspector-general, and upon the most authentic certificates of the doctors and surgeons; a state of their case shall be drawn up by the council of administrations, which

shall be addressed to the marine ministers, with the necessary documents of the petition. This memoir shall take notice of the age, the services, the wounds, and infirmities, of those proposed for the pensions of the ranks in which they have served, and particularly of that for which the pension should be granted them, conformable to the following article, and to the residence they may have chosen, a duplicate of which shall be sent to the inspector general, who shall send the dismission, and deliver his certificate of admission for the pension, to those to whom it has been granted. His majesty has fixed upon the following military rewards, to be granted to the lower officers and gunners of this corps.

To every serjeant-major,	- - - -	
To every master, or quarter-master,	-	
To every second master,	- - - -	
To every seaman-	{ of the first class,	-
gunner,	{ of the second ditto	-
	{ of the third ditto	-

Every man, who shall have obtained the pension and the military reward, shall be dressed, upon quitting his corps, in a new uniform; and there shall be given him, every year, thirty shillings, to buy a new one.

Subaltern officers and soldiers shall not obtain the military pension, belonging to their rank, until they shall have served eight years in the rank they may be in, whenever their dismission is demanded, otherwise they shall only obtain that given to the inferior ranks. His majesty reserves to himself the power of dispensing with the obligation of eight years service, in the higher ranks, in favour of those who have received considerable wounds in war.

Every



Every soldier admitted to the pension of dismissal shall be at liberty to retire into whatever part of the kingdom he wishes to fix his residence ; and, if he has served thirty years, he shall enjoy in the provinces, where the current taxes are levied, an exemption from the work-tax, and other personal impositions, on account of trade-industry, with which he may be served. His majesty orders, that, in the provinces where the taxes are not current, the veterans, who have retired with the military pension, shall be exempt from the tax or personal work-tax, as well as the personal impositions, if they shall even trade ; but if they are served upon their patrimonies, or taken from the goods of others, upon form of whatever nature the said estate may be, they shall be subject to the serving of the said taxes. And the said veterans shall be, in all cases, subject to the twentieth, or other existing charges that support the propositions of the funds and existing taxes.

The pensions on military rewards shall be paid without any deduction to the funds of the invalids of the marine, and with the precautions and formalities prescribed by the ordonnance of the 17th of April, 1772. And his majesty directs and orders all commissaries, to publish, with regard to the lower officers and soldiers who shall obtain military pensions, all that the said ordonnance enjoins, relative to the officers and soldiers retired into the provinces with their pay and half-pay.

*The Service and Employment of the Seamen-Gunners  
in the Ports.*

The seamen-gunners of the royal corps shall be employed in the ports, for the guards and security of the magazines, and all the buildings belonging  
to

to the civil department of the marine. Those of the first class shall be exempt from the duty of guards as much as possible; those of the second class shall supply one-third of the guard; and those of the third class, the other two-thirds, unless extraordinary circumstances intervene to prevent it.

The royal corps of sea-gunners shall always furnish the guards of honour to the general officers of the marine, to whom it may be due; as well as to the general officers of the land service, whenever they shall occupy the apartments belonging to the marine.

Whenever the land troops cannot supply the guards, with which they may be charged, the troops of the marine shall furnish them, and so on, *vice versa*.

The seamen-gunners of this corps shall be employed in the ports, in the rigging, fitting, arming, disarming, and other works of the ships, as well as in the other business attending them. This service shall always be done by company, or detachment. When three squadrons shall march, the captain of the company shall command them; when only two, the second-lieutenant.

The serjeant-major shall march with the captain of the company, and the quarter-master with the second-lieutenant.

The master-gunners shall never quit their squadron, or detachment. There shall be employed, in all the works, a certain number of apprentice-gunners, drawn from the classes, to follow and attend every squadron or detachment.

It is his majesty's intention, that there shall always be a vessel armed in the road, to exercise the cadets of the marine. The seamen-gunners shall avail themselves of it, to learn the different manœuvres of the vessels as well as of the guns.

When-



Whenever bad weather or a calm will not permit these exercises under sail, they shall perform different manœuvres, particularly those concerning the rigging, unrigging of masts and yards, unbending sails, the running of guns over from one side to the other, changing the stowage of the hold, embarking or disembarking from launches, rowing of boats and cutters, to imitate descents or boarding of vessels, and every other manœuvre or position that can be performed in a vessel at anchor: they shall also use themselves to make points, gaskets, and robins.

The detachments of seamen-gunners shall be exercised during one or more days, as the commandant of the marine shall judge fit or convenient.

There shall be fired, every day of exercise, a certain number of guns; the gunners shall be shewn how to take aim at *objects on shore, or floating bodies*, as well as to learn to point the guns according to *the distance of the objects*; and also, *to the motion and sailing of the respective ships or vessels*. Those days that the company is not exercised in the vessels, they shall be sent to the land batteries.

There shall be constructed one of wood, to imitate the side of a ship with eight ports; the cells of two of these ports shall be of a proper height for guns, of thirty-six pounders, two for twenty-four pounders, two for eighteen-pounders, and two for twelve-pounders.

Besides this battery, there shall be another constructed of earth, with embrasures, the same as those where the gunners of artillery exercise. It shall be composed of two guns of thirty-six pounders, and two of twenty-four or eighteen.

There shall be constructed, near the seamen gunners quarters, a battery of wood, the same as that of the

the school, where there shall be guns and mortars mounted upon their carriages, to teach them, before they serve at the battery of the school, the principles of spunging, ramming, and exercise of firing, with the guns, red hot balls; the said battery shall be provided with a gun or two, to familiarise them to the manœuvres of force.

The seamen-gunners shall be used to two different exercises with the guns; they shall exercise, in the wooden battery, the manœuvres of the guns, such as they do on-board the ships; and in that of earth, those which are practised in the royal school of artillery, for serving the cannon at a siege: they shall execute, likewise, all the manœuvres of force relative to this service.

There shall instructions be given them particularly to shew them the exercises and manœuvres which they have to do in each of these batteries, where the seamen-gunners shall be exercised alternately.

Independant of these two batteries, there shall be one of four mortars, to the firing of which these gunners shall be also exercised, that they may be also formed to this service. They shall be likewise employed in making fire-works, that are used in ships and in the land batteries.

The director of artillery of the department shall have the inspection and direction of the school of artillery, under the authority of the commandant of the port.

Every major of a division shall be charged with the detail of the instructions of the division to which he shall belong.

A master-gunner shall be named to perform the office of guard to the artillery school; this place shall be filled, by turns, by a master-gunner of each division,



division, who shall be relieved every two months, as long as the exercise shall continue.

The exercises of firing the cannon and mortars shall take place three times a week, from the first of May until the first of October.

If the season should permit, the exercises shall begin sooner, or continue later, as the commandant of the marine shall judge proper.

The majors of the squadron shall follow, as much as possible, the practical exercises; but the majors and aid-majors shall attend alternately, and preside and inform the majors of the squadron of the progress of the seamen-gunners.

The director of artillery shall be present at these exercises as much as his other occupations will allow him to be, and shall be replaced, when absent, by his under-director.

The commandant of the port, and in his absence the two commanding officers, shall make them perform, at least one day in a month, the different exercises with guns and mortars, the exercises of force, &c.

Their instructions shall be ordered alternately by the captains of companies, and the two lieutenants of the royal corps of seamen-gunners.

There shall be a particular fund for the expences of the practical exercises, and the furnishing of the batteries; this fund shall be filled by his majesty.

A gratification shall be allowed to each seaman-gunner, who shall hit the mark placed to serve as a point to aim at.

The guns shall have, for a mark, a circle of tin, of twenty inches diameter, in the center of which there shall be painted, in black, a circle of six inches; this mark shall be placed at 180 or 200 fathoms from the battery.

The

The mark for the mortars shall be an empty powder-barrel, fixed at the end of a pole, of ten or twelve feet high; there shall be two circles traced round this pole, one shall be of twelve feet, the other of twenty-four.

There shall be one livre allowed as a gratification to the gunners of that gun the ball of which shall touch the mark in the white part of the tin, and double that sum when it shall strike the black.

There shall be one livre ten sous for a bomb that shall fall in the great circle, nearly eighteen yards, and double when it falls in the little one.

Three different gratuities shall be ordered by the officers, who shall preside at the exercises, and paid by the intendant's orders.

The directors of artillery shall be charged, under the orders of the commandant of the port, with providing the school with whatever may be necessary; he shall command under the same authority, and place guards and centinels where he shall judge most convenient. He shall have the inspection of the guard of the artillery school, and take notice of those who shall fill with diligence and exactitude the functions of their office; he shall also see that the train is well kept, and the buildings destined to put them into, and make a report to the commandant of every thing worthy of his attention, which may be ordered by that officer.

The master-gunner, guard of the park of artillery of the school, shall be charged with an inventory, made in the presence of the director of artillery, of all the shells, carcasses, effects, ammunition, and train, collected for the instruction of the seamen-gunners; this inventory shall be transcribed upon a register marked upon the side, by the commissary appointed for the discipline and police of the said corps.

The



The guard shall have a second register, which shall be equally signed and marked upon, in which shall be transcribed whatever is delivered and consumed of the ammunition and effects each day.

Every guard, whenever he shall be relieved, shall form upon the said register a state of the delivery and consumptions which have taken place at the school, whilst he has been employed there; he shall make two copies for the director of artillery and the commandant of the port, who shall send it to the minister of the marine.

There shall be also made, whenever the said guard is changed, a new verification of the effects which have been charged.

The register of the guard shall be signed by them, and certified by the major of the division, countersigned by the commissary, and looked over by the director of artillery, and then transmitted to the new guard, who shall charge himself with the effects in the inventory.

The inventory of the state of the remittances and consumption, shall always be attested by the guard of the artillery, certified by the director of the artillery, verified by the commissary, and overlooked by the director of the artillery of the port. He shall not deliver any ammunition or effects, in his charge, without an order from the director of the artillery, or his deputy.

He shall see to the providing and furnishing the batteries, and shall prepare, on the school-days, all the necessary utensils for the different exercises, that the detachments may find them ready upon their arrival.

Whenever there is an exercise to be performed in that part of the guard, under the inspection of the director of artillery of the department, they shall  
be

be executed by detachments of the seamen-gunners, commanded by one or more master-gunners, taken by turns from the divisions; these divisions shall be demanded, in writing, from the oldest major of the divisions by the director of artillery.

The seamen-gunners, or the apprentice-gunners, taken from the classes, shall not receive any extraordinary gratuity for this sort of works.

Whenever the director of the port shall have occasion for day workmen, for the works and operations of the port, he shall himself attend the oldest major of the division, as has been before explained relative to the detachments of workmen. These detachments shall also be commanded by master-gunners.

There shall be allowed, to these daily workmen, an extraordinary pay, by day, above their usual one. The master-gunner shall have eight-pence per day, in summer, and six-pence in winter. The second masters shall have the same, whenever they command detachments, otherwise they shall be paid as common sea-gunners.

The foldiers of the royal corps, and the apprentices taken from the classes, shall have, above their pay, five-pence per day, in summer, and four-pence in winter, if they are employed upon extraordinary works.

They shall be allowed, with the approbation of the captain of the company, to buy off their turn of work, in the yard, by a fixed sum, which they shall give their comrades, who may replace them in the said works.

The master and second master-gunners shall see that the seamen-gunners perform their work with assiduity; but they shall leave the direction of the works to the chief workman who shall have it in charge.

There



There shall be established, in every division, a school for arithmetic and writing.

Instruction shall be given, all the open days, as much as it shall be possible, to those seamen-gunners who have necessary abilities and aptitude to learn; and, whenever they know how to write tolerably, and work the three first rules of arithmetic, they shall be excused from attending the lessons of the said school. The companies shall follow the exercises by turns.

The necessary funds for this school shall be taken from those appropriated to the instruction of the seamen-gunners.

The forming detachments of the royal corps of seamen-gunners to embark on-board the ships and vessels.

Many objections have been stated to the registering a body of seamen in this country, as a measure interfering with, or being inimical to, its liberties: A corps of two or three thousand seamen-gunners, however, could not be of any disservice, and might probably answer, in a small degree, the other. In the late armament, men who were used to the guns, and proper for captains to them, were not readily found, after a peace even of six years; and it obliged the officers to use every exertion to get the men into tolerable order, in that respect, before they put to sea.

## C H A P. X.

*Regulation of Officers.*

**I**N the reign of James the Second, when the price was much less than at present, and every article of life considerably cheaper, the pay for the different rates was as follows.

<i>A TABLE of the Annual Allowance of a Sea-Commander of each Rate.</i>									
Rate	Present Wages.			Present Victualling			Additional Grant for his Table.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
1	273	15	0	12	3	4	250	0	0
2	219	0	0	12	3	4	200	0	0
3	182	0	0	12	3	4	166	5	0
4	136	10	0	12	3	4	124	5	0
5	109	10	0	12	3	4	100	0	0
6	91	0	0	12	3	4	83	0	0

“ Wherein our royal intention is, that this allowance for tables, granted to our said commanders, as captains of private ships, shall not be construed to the taking away or diminishing out of what has been heretofore established to flag-officers, upon account of their flags.

“ And, that we may yet the more effectually excite to a vigorous prosecution of our service, such of our said commanders as shall be by us employed in our wars with any of the people of Barbary, (such as that wherein we now are, and have, to the great expence of our treasure, and hazard to our subjects trading



trading into these seas, for several years been engaged with those of Saltee,) we are graciously pleased farther to grant to such our commanders, the full benefit of all prizes, (both hulls, furniture, lading, and slaves,) that shall be by them taken, whether of ships of war or merchant-men; saving only the vessels of our subjects, happening to have fallen into the hands of such our enemies: in which case, the salvage only of the vessels of our subjects, so rescued, shall go to the re-takers.

“ The whole of which fore-mentioned prizes and salvage shall be divided between the commander or commanders of such our ship or ships, with their officers and companies, as were concerned in the chase and capture of the said prizes, according to the law and practice of the sea.

“ Provided always, that no part of the charge of securing or maintaining any of the vessels, lading, or companies, of the said prizes, shall be placed to our account, from the day wherein the same shall be first brought into any Christian port; and that the said prizes be carried into port, with as little charge as may be to us, and without any interruption to the service wherein our said ships were employed at the time of the capture.

“ Lastly, we are hereby graciously pleased to declare to all our said admirals, commanders in chief, and private commanders, that as our royal expectation will from henceforward be, to have a strict account given us of their careful applying themselves to the execution and observance of these and all other our orders, with intention of expressing our severest displeasure against such of them, whoever they be, as shall be found in any wise negligent or unfaithful in the same; so are we no less graciously determine, at the end of their respective voyages, to testify, by

some especial instance of our bounty, (beyond what is hereby already so extraordinarily provided for them,) our particular regard to whomever of our said commanders shall appear to have merited the same from us by any signal instances of their industry, courage, conduct, or frugality, evinced therein on our behalf. Given at our court, at Windsor, this 15th day of July, 1636."

And this obliges me to add the rules for employment of officers in France, together with a table of their pay, &c.

*Employment of Officers.*

The captains, when not employed, shall enjoy two-thirds of the pay they receive when in service.

The king shall mark, every year, a list of those post-captains which are to be employed annually in his ports and arsenals, either for a state of service, or for the attendance to the harbour's duty, dock-yards, stores, &c.

The captains, who are not comprised in this list, shall not be obliged to reside in their respective departments or ports, but shall have liberty to retire home or remain in the port.

The commandant of each port shall order the major of the port to lay before him a list of the names of the captains absent from the port, and the places of their residence; and also of the captains which reside in the port being out of employ, which shall be signed by the two commanding officers, and transmitted to the secretary of the marine.

There shall be paid such a sum as is already fixed, in this case, to those officers who have received orders to rejoin their department or ships, or when they are obliged to go from one part of the country to the other.

Sum



Sum total allowed to each of the above ranks.

	£.	s.	d.		£.	s.	d.
40 Eldest colonels pay,	158	7	6	} Total,	842	15	0
Allowance, - - -	684	7	6				
Others, - - -	133	7	0	} Ditto,	817	14	6
Allowance, - - -	684	7	6				
Lieutenant-colonels,	83	7	6	} Ditto,	691	14	2
Allowance, - - -	608	6	8				
Majors, - - -	66	13	0	} Ditto,	442	5	11
Allowance, - - -	375	12	11				

Having stated the rules and pay of the French establishment, I shall now proceed to that of England.

The number of officers, of every description, now attached to the service of Great-Britain, is nearly double what it was forty years ago, though their pay has remained exactly the same since the reign of queen Anne; and this leads me to speak of their pay and appointments in times of peace and war.

First, the captains of the navy receive, as half-pay, sometimes not more than one hundred guineas per year, deducting agency. This is so inconsiderable a sum, for any man who has the rank of colonel of a regiment, that it is inconceivable how many of the corps exist upon it; indeed several of them are obliged to withdraw to foreign countries, and to retire to every hole and corner in their own, to avoid many of the necessary expences of life, when it is considered, in time of war, the pay of a post-captain depends upon the rate of a ship; and that, after commanding one of 74 guns, and receiving from six to seven hundred pounds per annum, when ever a peace takes place he is obliged to retire upon one hundred and five pounds per annum; it is a most mortifying reflection, as he cannot accept of

any public or private employment whatever, and has, consequently, no means of increasing his income. How different are the regulations of the French in this respect, who allow their captains a sum equal to three or four hundred pounds sterling a year, as half-pay, with many other privileges.— If our captains were allowed two hundred pounds, instead of half that sum, they would be enabled to live with comfort, when these services were not wanted, and support their rank and character in the world as gentlemen.

In war, there are many hardships attend this class of officers; of which, the following instances are a proof, amongst the many that exist.

First, whenever a ship of 74 guns is commissioned, the captain is obliged to take up money of his agent, from six to eight hundred pounds, to furnish his apartment and self, with every necessary of house-keeping, linen, wine, stock, &c. and, for the use of this money, he pays from ten to fifteen per cent. so that all his pay is condemned before he receives it, unless he should be rich enough to have cash of his own to make use of all the time he is at sea: every captain is obliged to keep a constant table for himself and officers, so that not one shilling comes into his pocket at the year's end. In small ships it is much worse, as the receipts of a frigate are never more than two hundred and fifty pounds per annum, after making use of every advantage, and the expenses seldom less than three or four hundred pounds, for the uses I have stated. How much better would it be, and for the honour of our country, if a sum of money was allowed the captains, instead of their servants money, sufficient to keep a decent table, which the French allow!

I come



I come now to mention the lieutenants, a most useful class of officers. Their appointments are much worse, in proportion to their rank and station, than the captains, save that they have the liberty sometimes of commanding merchant ships; but there are few amongst this corps who can condescend to slave in that line, after living in the rank of officer and gentleman; and, to maintain the other characters, three shillings per day is very inadequate; in war, their pay is from eighty to ninety pounds per annum. Surely, some means might be found of encreasing their subsistence, and of employing many of them in some of the useful or secure offices. The plans I have stated for the registering a number of seamen, and establishing a corps of sea-gunners, would be a resource for many, and the pay of the remainder should be encreased also.

The masters in the navy are a corps of great merit and knowledge, and their situation, in time of peace, most grievous and distressing. It is true, there is half-pay allowed to several; but that only comprehends not one quarter of the whole number.—The new regulation, indeed, of Lord Keppel, for the management of the ships in ordinary, is a channel that provides for several; but there still remains above half who have no half-pay or retaining fee whatever; and, if they have no interest sufficient to procure the command of a merchant-ship, they must starve upon what fortune has allotted them in the more successful days of war. Another circumstance merits attention, which is, that these officers should be allowed to wear an uniform, and some means provided for their support; as many of them, in time of peace, quit the service from mere despair and disgust, and, when a war happens, are to be sought for every where.

The same distress and disadvantages attend the most useful corps of all, the surgeons, who have only a list or half-pay for one quarter of their numbers, the rest must rely upon providence and their own abilities for their support.

The purfers are also in a similar state; but as they are more in the way to make money, they generally are rich enough to support themselves. If not employed, it is worth attending to their situation into commodities. They are provided with provisions, instead of making any other business.

The mariners have no half pay whatever, and, when in service, receive a wretched subsistence, and are liable to all the distress and danger. Indeed, nothing but the great industry and application could induce any man to wade through so laborious and difficult an apprenticeship. When on-board a ship they are called gentlemen; but have no commission, warrant, or sign of rank, but the will of the captain, who may, if he is a tyrant, degrade them to the occupation of a sweeper; and, whenever a peace happens, they are paid off with the ship, and abandoned without mercy to their friends, if they have any, if none, to their wits, for a subsistence, except a small number, who have friends and interest sufficient to permit them to be crowded on-board the ships in commission.

In short, the hardships, both of body and mind of all the preceding classes of officers, call upon their country for redress, and upon the wisdom and humanity of a minister for a sufficient support and protection. It is not enough, that the service is able to go on, as it is supported by hope and emulation; but reward should be added, to make it coveted, improved, or admired. And, notwithstanding the poverty of the country, which is the plea of  
all



all ministers, is it not a question of some importance, whether, by the savings in useless offices, and many things relative to the admiralty and navy, a fund could not be established for these purposes? I have proposed an increase of expences in many articles; but it is better to do these things, and make a whole body of people, and upon whom the support and glory of their country depend, happy, at an early period, than to wait until necessity, and all its evil consequences, demand it with a louder voice.

The greatest inducement to merit is the approbation of our sovereign and country; and, where officers have suffered in the public service, one of the easiest and cheapest rewards, to the state, is that of military honour, as nothing flatters the spirit of an officer more than being permitted to wear a distinction his services may have obtained. Every country but our own has pursued this plan as the surest means of encouraging emulation; especially the sovereign of Sweden, in his late struggles for empire and glory. The ancestors of our country, indeed, established the *Garter* and *Bath*, as a military union; but the alteration in men and affairs has created such a difference since those days, that it would be a mockery to suppose that the latter order, which is the only one given to military characters, and a small proportion even of that, should prove sufficient for the officers of our army and navy. What I would propose, therefore, is this, that there should be a new or inferior order established, to be called, *The younger Knights of St. George*, who should consist of twenty-four commanders, to enjoy two hundred pounds pension for their lives when they had obtained the ribbon, which should be of dark blue edged with white or red, to wear a star of a different kind from the Knights of the Garter, with two  
swords

swords crossed, a crown of laurel over them, and the figure of St. George below.

Of the lower knights, or chevaliers, there should be one hundred, half of which number should be open to the army, and the other to the navy, who should, in like manner, wear a small badge of the same ribbon, with a red cross and figure of St. George at the button-hole: each officer who obtained this to enjoy twenty-five or fifty pounds per year during life: the commanders sometimes to be elected out of the number. I should think, however, that these honours ought only to be obtained by great actions and real merit, and no plea of length of years in the service, or interest, be admitted as sufficient to obtain them; but that they should be given in consequence of recommendations to the sovereign from the superior officers; and that a number of actions should only entitle any one to the great ribbon.

## CHAP. XI.

### *NAVAL ACADEMIES.*

**I**T is rather extraordinary, that, in the first naval power in Europe, there should only be one academy established by government, and that upon such a scale as only to admit thirty or forty young men; the want of it has been so much felt and acknowledged, that, eight or ten years ago, a new one was established at Chelsea by private subscription, which is open to all who propose pursuing a maritime life, either in the royal navy or merchants service. The regulations and rules of this society are upon the best principles, and much improved from the original institution of the former. Every officer



officer in the navy is expected to be a good draftsman, to construct a chart, or survey a coast, to be versed in fortification, ship-building, and navigation. Yet there are perhaps one half of the navy who do not possess all these qualifications; it is a prejudice with us, to prefer only the practical parts of our profession, and rather to neglect the theory. It is difficult for any man to send his son to the royal academy, the number being so few, and great interest required to obtain a place when a vacancy happens; in the others, he is obliged to be supported at a great expence by his friends. How different a conduct do both the French and Spanish pursue, whose establishments are as follows!

*Concerning the Students or Cadets of the Marine.*

There shall be a sufficient number of schools, or academies, near the principal ports of the kingdom, in which there shall be given places to a certain number of young gentlemen, who have obtained permission to be registered for the service of the navy.

His majesty will pay the masters of these young gentlemen, but their dress and board shall be at the expence of their parents.

None shall be admitted in these academies but those of gentlemen's families; a preference shall be always given to the sons and nephews of the general officers of the navy, the post-captains, and particularly those who have been killed or wounded in the service.

The parents of the young gentlemen shall engage to pay them twenty-six pounds per annum, whenever they are admitted into the service.

None shall be received into the academies before eleven or after thirteen years of age.

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There shall be formed, for their use, a course of mathematics, containing the elements of arithmetic, geometry, the principles of navigation, mechanics, &c. which shall be taught them by the masters kept at the king's expence.

The young gentlemen shall be examined every year by an officer for that purpose; and those, who have passed in a satisfactory manner, shall be sent to the different ports as cadets of the marine, of the third class, with the pay of twenty-six pounds per annum.

Those young gentlemen above thirteen and fifteen years of age, who have not been brought up at the academies, may, nevertheless, after having undergone the necessary examinations, obtain permission to come or be present at any of the academies, when the officer who examines the cadets is there for that purpose, and be examined with them; and, if they are sufficiently informed, they shall be received amongst the cadets.

None shall be admitted or examined after fifteen years of age, and those whose parents choose to leave them at the academy, after that time, to finish their education, it shall not be at his majesty's expence.

The cadets, who are admitted in the ports for harbour-duty, shall be divided in an equal number in the squadrons, and shall be under the immediate orders and directions of the majors or first lieutenant of those squadrons, who shall be particularly charged with the care of them.

There shall be constantly kept, at each of the ports, a sloop of war, properly equipped, for the use and instruction of the cadets, and to be worked by them. This vessel to be commanded by a captain-lieutenant, put into her by the commanding officer of the port, and changed every year.

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The cadets shall be embarked on-board this vessel as soon as they arrive at the port, and shall be instructed in the different parts of their profession, by the master, boatswain, and gunner, and obliged to submit to their instructions. These officers to be chosen yearly, as the former, and of those who are most capable of giving instruction.

The boatswain, to make them knot, splice, and rig a ship completely.

The master, how to keep a journal, heave the log, calculate the lee-way, and variation.

The gunner, to instruct them in the exercise and use of the cannon.

Whenever any of the above three officers shall judge that any particular cadet is sufficiently informed and instructed in the practical parts of the profession, he shall report it to the commanding officer, who shall examine him before the officers of the ships; when, if he shews himself master of his profession in those points, the captain shall give him a certificate, signed by himself and the officers; he shall also give another to the warrant officer who reported him, by which the said officer shall be entitled to a recompence of one guinea.

The cadets who are in the sloop of war shall be employed along with the seamen, and do the duty with them in common, without having any command over them, but go aloft, and work the vessel with the others.

The ships shall be unriggered from time to time, and afterwards rigged by the cadets, under the direction of the boatswain, and other warrant officers, who shall explain to the cadets the methods of doing it, and the uses of every thing.

The cadets shall not be employed in vessels, or frigates, before they have served four months in the  
said

said sloop of war, but after they have passed that time of service, they shall be embarked in the first ships that are fitted.

The majors or first lieutenant of the ships shall have the direction and charge of the cadets on-board their ships, and render an account from time to time of their conduct to the captain.

Those of the cadets who have not undergone some of the three examinations, which have been already mentioned, shall continue to be instructed by the master, boatswain, and gunner, of the vessels in which they are embarked, until they are able to pass those examinations prescribed, and to obtain the necessary certificates, when the warrant officers shall receive the reward stated above.

Every cadet, who shall have passed, in the manner prescribed, three examinations of the practical parts of the rigging and working a ship, the navigation, and gunnery, and who has been eight months on-board at sea, either in the sloop belonging to the yard or other vessels, shall be presented to the captain of the ship in which he is embarked; and the said captain, if he is well pleased with the conduct of the cadet, and thinks him capable of doing his duty, shall receive him, in the presence of the other officers, into the second class, and give him a certificate, by which he shall be after the rate of four hundred livres per annum, commencing from the day of his reception.

Whenever the sloop shall return into port, the cadets which are of the third class shall be likewise embarked again in the said vessel and service, until they can be admitted or employed in any other vessel, or until they have served the time on-board prescribed, and passed the examinations necessary for their admission into the second class.

Every



Every cadet who has been admitted two years, and who has not merited to be received into the second class, shall be sent back to his parents.

There shall be established in the three principal ports, a school for the cadets of the second class, to which there shall be appointed five masters, one for the manœuvres and working of ships, one for the navigation, one for the artillery, one for the construction of ships, and one for drawing; all which masters shall give lessons upon theoretical and practical parts of the service.

The said school shall be kept in the dock-yard, and there shall be appointed, for this purpose, rooms, where the cadets shall come at eight o'clock in winter, and at seven, in summer, and remain until eleven o'clock; to return at two o'clock in the afternoon, and finish at four, in winter, and five o'clock in the evening in summer.

This school shall be directed by an old captain, having the title of director of the cadet's school, and who shall have an addition to his half-pay of two thousand four hundred livres per annum: but this officer cannot serve again afloat or at sea.

There shall be named, every three months, a lieutenant of each of the squadrons belonging to the different ports, to assist regularly at the different rooms in the school, and to keep proper order and subordination. These lieutenants shall be chosen by the commodore of the squadron, with the approbation of the commanding officer of the port, and shall be employed under the orders of the above director.

The commanding officers of the squadrons, shall order to be sent to them, by the directors of the schools, a list of the cadets of the second class, as soon as they arrive in port, and also of those cadets  
that

that may be absent by leave or otherwise; and, if any of the cadets then in port should miss school, the director shall inform the said commanding officer, who shall punish them by imprisonment or otherwise.

The director shall distribute the cadets amongst the different masters, and shall take care that they do not follow too many of the different instructions at the same time; and that they place themselves in a situation to answer to each examination, of which the form and object shall be regulated in the following manner: he shall also take care, that the masters conform, in their lessons, to what is prescribed them in the following articles.

The master of the manœuvres shall give them lessons upon every particular part of the rigging and sails; he shall carry them frequently into the rope-houses and rigging-loft, the sail-loft, and others which have any connection with this business; and the superintendant of the works shall give orders, to the heads of the different workshops or lofts, to explain to the cadets all the things they make. The said master of the manœuvres shall carry the cadets to the docks, whenever there is any particular operation performed; such as taking a vessel into dock, to look at her keel, to mast her, or to turn her out of dock; and shall explain to them all these operations, and also give them every information and instruction about getting a ship under weigh, and bringing her to an anchor.

The navigation master shall explain to them the principles upon which the instruments of navigation are constructed, and the manner of proving and rectifying them; he shall shew them how to take and calculate an observation, and principally those of longitude, and to exercise them in these points; he



he shall carry them, from time to time, on-board the sloop of the port; he shall shew and instruct them, in the most particular and minute manner, all that relates to the reduction and correction of the courses, the way to take plans of harbours and roads, and how to trace the windings and turnings of islands and coasts, from a ship's deck at sea, and to estimate the distance run.

The artillery-master shall explain, to the cadets first, all that has any connection with the practical part of gunnery; he shall shew them the theoretical principles of the artillery, as to the recoil of the pieces, as well as of the range of the shot, together with the throwing of bombs. He shall frequently take them into the yard, to make them observe the methods of transporting, embarking, and disembarking, cannon; also into the gun-wharf, to explain to them the way of making the carriages and other works; and he shall take care that the different workmen, under his orders, shew and explain to the cadets every thing relative to the artillery.

The master for building, or of the construction, shall first make known to them, by drafts well executed, all the different parts of a vessel; he shall carry them afterwards to the ships (where ships are building) to shew them more particularly all the different pieces in their places, and how they are joined; he shall also carry them to the mast-houses, and where they are making them; and, when they are sufficiently instructed in those practical points, he shall shew them how to draw the plan of a vessel, and how to calculate her tonnage, weight, and the space she occupies; and he shall see that the engineers, builders, and workmen, shew and explain all that is necessary to the cadets.

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The drawing-master shall particularly instruct those cadets, who appear most susceptible of this branch of instruction, how to draw views of coasts, and shall carry them into the country to teach them to draw after nature.

Whenever the cadets have acquired a sufficient knowledge in the above articles, a first lieutenant, or other officer, shall be named, by the commanding officer of the port, to explain to them the principal naval evolutions, which shall be the last kind of instruction given to the cadets.

There shall be furnished to the schools the necessary books, charts, and instruments, for their instruction; and each master shall be charged and answer for those objects which particularly concern them, and there shall be a return of their state by each of them to the directors.

The director shall send the cadets once a week to the school for the batteries, to exercise them in firing with cannon and mortars, under the orders of the officers proposed for those batteries; and they shall be accompanied by one of the officers belonging to the school, and by the artillery-master.

No cadet can pass from the second to the first class, if he has not passed the examinations upon the different points of instruction which he had received in the schools; if he does not at the same time bring with him certificates of his good conduct from the captains under which he has served, and if he has not been at least three years at sea.

The examinations shall be made of a marine council, consisting of the commanding officer of the port, the major-general of the marine, the director of the cadets school, the commanding officer of squadrons, and the captain of the sloop of the port.

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The master belonging to the school shall likewise be present at these examinations, to interrogate the cadets before the council, and shall give their opinion upon the style in which the cadets have answered.

These examinations shall be three in number, one upon navigation and gunnery, another upon rigging and working a ship, and the third upon building a ship and naval evolutions.

The council for the examination of the cadets of the second class, shall be called, at the requisition of the director of the schools, whenever there are four cadets sufficiently qualified for that purpose.

Whenever a cadet has passed one of the three examinations in a satisfactory manner before the council, the president shall give him a certificate; and, from that time, the director of the schools shall dispense with his following the lessons upon those points to which he has answered, but only attend to the other parts of his education.

Whenever a cadet has passed three examinations before the council, and has otherwise fulfilled all the conditions exacted by the different articles XLVII. and XLVIII. to pass from the second to the first class, the commanding officer, of the squadron to which he belongs, shall present him, with all his certificates, to the commanding officer of the port, who shall name the officers to make their report to the council, when, if the council acknowledge the certificates as good and proper ones, the said cadet shall be received into the first class by the commanding officer of the port, and from that time quit the school.

The said cadet, who is passed to the first class, shall rank from the time of his admission, and shall receive twenty-four pounds per annum, to commence from

the day after the decision of the council ; he shall be found to have fulfilled all the conditions exacted by the XLVIIth article, whether it shall be at sea or on shore.

Every cadet of the first class, who shall have been six years at sea, (taking in the time which he has served in the sloop belonging to the port,) and shall bring good certificates from the captains, under which he has served, since he was a cadet of the first class, shall be presented by the commanding officer of the squadron, to the commanding officer of the port, who shall send all the certificates and proofs to the secretary of the admiralty, to which he shall add all the other certificates that were the occasion of this cadet's being received into the first class, from which time the said cadet shall be considered as capable of being made a lieutenant of a vessel.

The cadets, embarked in any of the vessels, or ships, shall perform their service at five watches, that they may always find themselves under the same officers.

The cadets of the third class shall not have any command over the ship's company, and shall be under the warrant officers, and shall employ some part of their watch in taking lessons from these officers ; and, during the rest of the time, they shall serve upon deck with the sailors, applying their hands to every thing, and shall be exercised in going aloft upon the yards, in the tops, and to the mast-heads.

The cadets of the second class shall remain subordinate to the three principal warrant-officers, but shall command all the other men of the ship's company. Their functions shall be to see executed all the different orders given by the officers, and to observe that the seamen execute with alertness whatever



ever they shall be ordered to do ; they shall go aloft to see that the seamen reef and hand the sails, and shall be present, whenever the captain is hoisted, to animate the work, and shall go into the boats for the duty of the ship.

The cadets of the first class shall command all the warrant-officers, unless any of them have the brevet rank of an officer, in which case the cadets of this class shall be subordinate to him. These cadets shall otherwise perform, on-board the ships, the same service as those of the second class.

The cadets, of the first and second classes, shall be obliged to work their day's work every day, and to give it to the first lieutenant, or captain of the ship; the said lieutenant shall also see that they exercise themselves in working the observations of the longitude and latitude which they shall give him.

The cadets of the first and second classes shall be stationed, in an action, upon the different decks, at the guns, or upon the quarter-deck, or fore-castle; those of the third class, shall be stationed at the guns only, and have command over the gunners and seamen, for that alone, to see that they charge their guns properly, and take good aim.

The cadets, embarked either on-board the sloop belonging to the port or in other vessels, shall have, besides their ordinary pay, an addition of ten-pence per day; and there shall also be allowed them a ration of meat, or any other provision.

The cadets shall not take on-board any other provisions but those seen and allowed by the captain.

The cadets, shall keep, or be berthed, in an established place, under the quarter-deck, on the larboard or starboard side of the captain; and, if there be too many to sleep in this place, the others shall be put in the gun-room.

They shall also be allowed a boy to wait upon them, one for every two or three cadets, as the captain shall judge proper.

Whenever the cadets are in port, those, belonging to the same squadron, shall mess together in the house that shall be assigned them by the commanding officer of the squadron, a second lieutenant shall also mess with them to keep order and decency; the price of the house for their mess shall be fixed by the commanding officer of the port, and the commanding officer of the squadron shall see that they do not spend more than has been fixed and agreed upon on their account.

It is enjoined, under pain of imprisonment, to the cadets in the port, not to absent themselves at a greater distance than three miles, without permission of the major of the squadron.

Those who have obtained leave and shall not return, at the time fixed, to their department, shall be imprisoned, and deprived of their pay, for as many days as they have exceeded the time of their leave, unless they can justify themselves by proving that it was occasioned by illness, and produce a certificate signed by a regular surgeon.

The cadets are commanded not to marry without permission, upon pain of being dismissed the service. The said cadets cannot quit the service without his majesty's permission, upon pain of being considered as incapable of filling any military employ whatever.

The ordinance, afterwards, fixes the uniform they are to wear at sea, and on shore.

There is also a set of rules for the volunteers who wish to come into the service, who are to follow, for a year or two, nearly the same orders and regulations at school as the cadets; and they are to be the sons  
of



of people in good circumstances, merchants, or captains of ships.

By this means, the French endeavour to form officers, who, at least, possess the theory; how much more advantageous would it be to us to unite both, which might be done in a much greater degree and easier manner than our rivals. It is only since the war that France has established an academy at each port, to be under the direction and controul of a post-captain.

## CHAP. XII.

### *MARINES and ARMY.*

**T**HE marines have shewn themselves, upon every occasion, both by land and sea, a most useful and excellent corps of troops; they are more accustomed to the sea than others, and, consequently, better for any foreign expedition that requires dispatch; they are of infinite service as centinels on-board of the ships of war; are in a greater degree acquainted with their officers than other troops, from being always with them, by which means they are in general well disciplined and orderly, an instance of which occurred at the end of the war, when every regiment and ship in the service was infected more or less with a spirit of mutiny that might have occasioned the most fatal consequences, if the marines, with a sense of honour and discipline that merited the best return from their country, had not retrained the follies of drunkenness, sedition, and revolt, by guarding the public stores, and keeping the peace in every port or garrison where they were stationed. Would it not, therefore, be of infinite service to the

state, if this corps was to be increased to several battalions, so as to have a sufficient number to do the duty of the garrisons, as they would always be more useful, upon any war happening, from the causes stated, and also in assisting in fitting out ships? And, upon the late armament, in 1791, the want of a sufficient number of this corps was very sensibly felt: the regiments, which should have been made use of for any enterprise, being obliged to embark and perform the duty of marines in the fleet.— There should, however, be some alteration as to their officers, so as to put an end to the little disputes that sometimes happen, about the marine officers going on shore when in port, as it should be understood that the commanding officer of the marines should obtain the leave of the captain of the ship for any thing of that kind, and consider themselves more united to the service than has hitherto been the case; the officers of this corps should likewise be preferred, after they had obtained the rank of major, to the lieutenant-colonelcy of regiments or invalids. And this leads me to speak of the army, which to the present day has continued as a separate corps from all others, and only been attached to the navy when any expedition rendered it necessary: it is true that the good will and patriotism of both corps have generally united them together; but, upon many occasions, disquiets and bickerings have taken place, merely from considering themselves separate bodies, from which the most fatal effects have arisen to the state.

I should, therefore, think it worthy of the consideration of government, to unite the two services more strictly; and, to effect this point, the following means appear the most eligible, viz.

That,



That, instead of the number of regiments now on foot, the army should be reduced to fifty two, or more, according to the number of the counties in England ; and, as there are forty members in parliament to represent the boroughs in Scotland, there should be as many regiments named after the different counties ; they should have the liberty of recruiting, from the militia regiments, at the period of their service ending, and be considered as the same corps of two battalions. These regiments, in time of peace, might be reduced to a smaller number than the army now consists of, and the marines to be encreased and do the garrison-duty at home ; if that should not be sufficient, a division of the militia should be embodied for four or six years, and do that duty, and afterwards be replaced by others in proportion, by which means that part of the militia would be saved. If this plan should have too many inconveniences, there is remaining yet another, which is, to make all the army marines, and to do the duty whenever required, and that would agree better with the situation of our country, which, from being insular, requires a greater union of the service for its foreign possessions than any other power. It has been often observed, by all foreigners, that the land-service with us did not afford sufficient opportunities to make commanding and general officers; but, as the East-India army is, in some measure, and ought to be, in the hands of government, that country will form officers for command sufficient for any service, and, by the means I have pointed out, they will have a more intimate knowledge of the two services by land and sea, a circumstance of more weight with us than any other ; at all events, the army should serve as marines whenever required.

*Naval*

*Naval Companies, in Ships, formed into Brigades for Landing.*

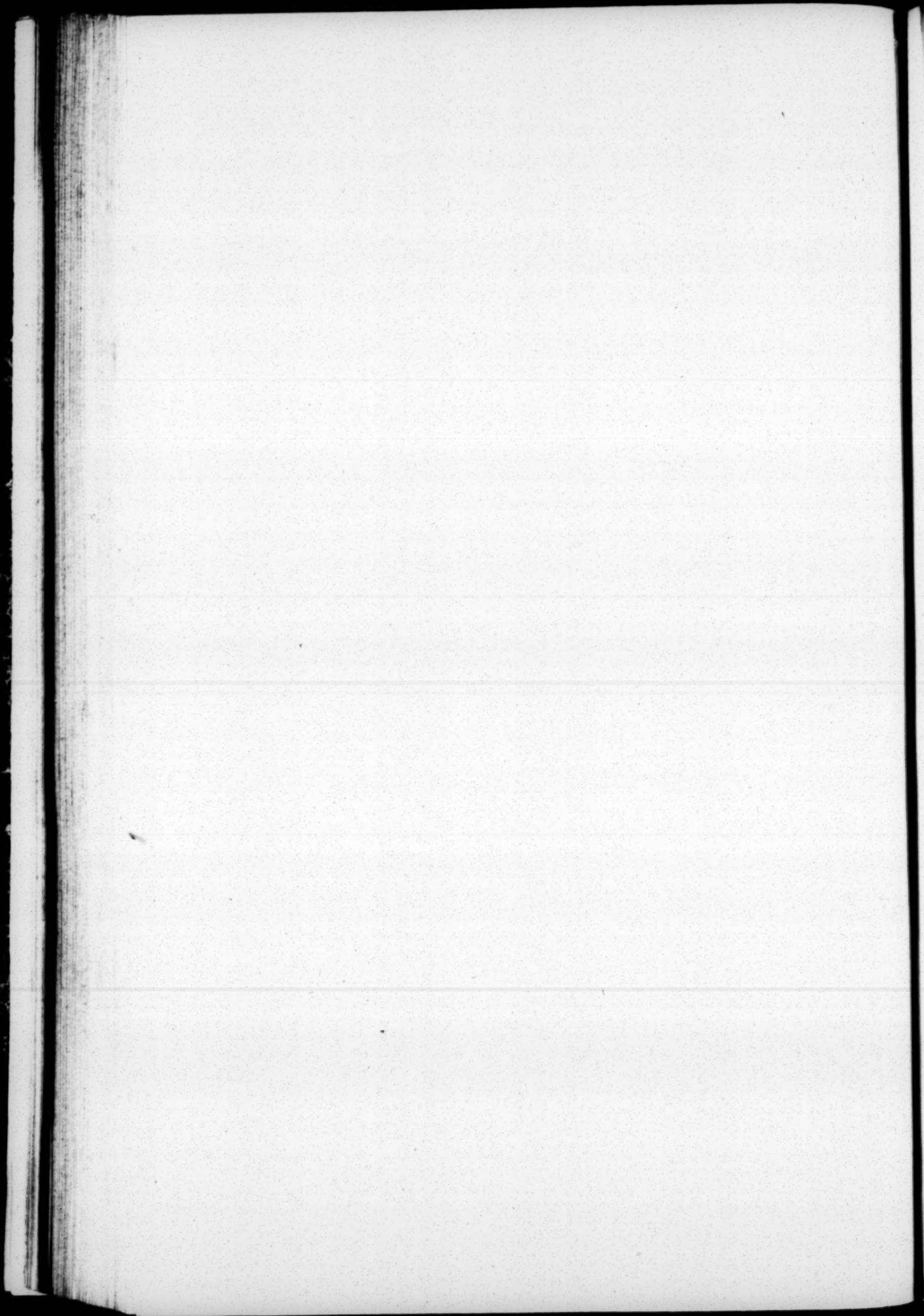
The various uses of a body of seamen in each ship, trained to the exercise of small arms, and to serve on shore occasionally, are without number; a few hints, however, will serve to shew their utility. First, if a fleet or squadron should be upon an enemy's coast, and be near a port that might be seized, if there were troops to take it. Secondly, if an enemy should be pursued into port, and the fortification so weak as to be carried by a *coup de main*. Thirdly, if provisions should be necessary for a fleet, and the country, near which it may be, is capable of affording them. Fourthly, to assist any part of an army by a diversion in another quarter, or to reinforce it when necessary, as was the case with lord Clive at the memorable battle of Plassey, when he had a considerable detachment of British seamen from admiral Warton's squadron, who contributed their efforts to the honour of the day. Fifthly, in guarding prisoners, or keeping possession of a place, when a detachment of the army could not be spared. Sixthly, whenever any ships are destroyed or lost, to serve in addition to the army on shore, in the same manner as they they did in the last war, at Rhodessland, Quebec, (which they saved,) Savannah, Gibraltar, and Mahon, at all which places they were formed into brigades, and did duty with the other troops.

In addition to these reasons there are these; that, in all desultory expeditions, such as Omoa upon the Spanish main, or particularly in a war with that power; or likewise in the management of the artillery, they would be of infinite use. What I would propose is, that, in every ship, according to its size or rate, there should be a company formed of the topmen,



topmen, and others, to be constantly, at every opportunity, trained and exercised to the use of small arms, and forming in the ranks, changing their fronts, and rallying when broke; for which purpose a shorter mode of manœuvre and exercise might be adopted than that practised by the army. These companies should have long trousers allowed them when on shore, such as were worn last war by most of the army in America, black straps for their pouches and bayonets, a knapsack, and round hat, colours, and drum; to be officered from the officers of the ship; the lieutenant, as captain; midshipman, as lieutenant; some of the corps of gunners, as sergeants and corporals.

Among other advantages that this system would produce, is that of introducing a greater degree of regularity and discipline amongst the seamen when on shore.





# A P P E N D I X.

## C H A P. I.

### Regulations of East-India Company's and Merchant Shipping.

*In taking into Consideration the Situation of the Merchant and East India Company's Shipping, I have thought proper to insert one of the Reports, among many others that have been made, subsequent to the Commencement of this Work, of the State of the Timber in the Country; and the Scantling of the latter Class of Ships.*

**I**N the year 1771, a committee of the house of commons was appointed to consider, how his majesty's navy might be better supplied with timber; as an idea generally prevailed that there was a scarcity, or soon likely to be so, of that valuable article.

The heads of the report made by that committee to the house, contained a fund of useful matter and knowledge, to all who are well wishers to the marine of this country.

As the trade, navigation, and naval power of the British empire, have been always acknowledged as the sources of our riches, and have naturally been the favourite topics of the British nation.

These reflections induced me to think of the readiest mode of increasing our naval force; many different plans presented themselves to my mind; but none that appeared to be attended with less

( A )

difficulty

difficulty, than building the East India ships of a sufficient size and force to act as men of war, or protect themselves: it seems rather extraordinary, that no measure of this kind has been pursued since the close of an unfortunate war; as every nation trading to the east, although they do not possess half the power and resources that Great Britain does, yet they all choose to confide their merchandize to ships of force, or to such as may upon occasion be equipped as men of war; the French and Dutch in particular, never send any to India, that cannot be converted into ships of fifty guns; and the latter always build their India-men with that view.

In 1782, I saw eight sail come out of the Texel, manned and armed as men of war, notwithstanding their cargoes were on board; and if the war had continued, there is little doubt but these ships would have injured us essentially, in that quarter of the world.

*Substance of the Report of the Committee of the House of Commons, appointed March 11th, 1771, to consider how His Majesty's Navy may be better supplied with Timber.*

The points to which the committee directed their enquiry, were;

*First*, The state of timber fit for the navy; its sufficiency or insufficiency.

*Secondly*, In case of insufficiency, to what causes it might be imputed.

*Thirdly*, Its operation on the prices.

*Fourthly*, The means of further supply at home, and by importation; with the nature and quality of the different sorts of timber.

*First*, As to the sufficiency or insufficiency of the supply. The



The committee examined Mess. Williams, Palliser, and Brett, Commissioners of the Navy; they said, that there was a great scarcity of ship-building timber in England; that it had been necessary to apply to foreign countries; that the timber chiefly imported was of a large scantling, compass timber for knees, &c. that the New Forest, and the forest of Dean, were the only Kings forests that afforded any considerable supply; that of 6,000 loads worked up every year at Portsmouth, the New Forest sent only 870 loads of oak, and 100 beech trees; that of 5000 loads worked up every year at Plymouth, the forest of Dean sent only 5 or 600 (K) loads; that the trees in Sherwood forest had been tried, but they were found to have stood too long, and it was thought fit, not to have any more of them; that by information from their purveyors and the timber merchants (they are of opinion) there is not a sufficient quantity of timber in England, to be purchased at any price; and that all their purveyors and the timber merchants agreed, that the large timber near the sea coast, that is within such a distance, that the land and water carriage did not exceed 38s. a load, was nearly exhausted.

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Remarks and Observations upon the Report.

(K) There are several trees in the forest of Sherwood, especially that part of it bordering upon the Clay, a division of the country so called, which are as good timber as any in the world for ship building; and upon a regulation and close survey made by the officers from the king's yards, there is little doubt but a large quantity of timber would be found fit for use, and perfectly sound.

But the surveyor's and timber merchant's report should not too easily be credited.

( A 2 )

That

That notwithstanding their application to all (1) the timber merchants in England, to know what they could be supplied with, they received answers from very few; one of them said he had a parcel of timber, but he would not engage for it, unless allowed additional carriage of 40 miles; that the stock of timber had been lessening in the king's yards for eight or nine years past; three years stock used to be kept, though now they had not enough for the service of the current year, and no appearance (2) of procuring it; but the surveyors had not yet been able to survey the kingdom all over, so as to know with certainty, what quantity was in the kingdom.

The committee in order to know the quantity of timber and plank used annually, the present stock in the king's yards, and what stock would be necessary to be kept up. (*Called for Accounts thereof*)

The Quantity of Timber and Plank used in the Navy, from January 1st, 1763, to December 31st, 1769. (*Being Seven Years.*)

TIMBER.	Ash, beech, elm and fir	34,947 loads.
	British oak - - - -	155,118 ditto.
	Foreign ditto - - -	724 ditto.
	American ditto - - -	71 ditto.

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190,930

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PLANK.

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Remarks and Observations upon the Report.

(1) That it would be much better to send officers of the king's yards to buy the timber standing, of the country timber merchants; the king's yards might then be as well supplied as the merchants yards.

(2) That many of the principal builders mentioned to them several counties, where they might have been plentifully supplied. *Wz.* Here-



PLANK. (3)	Beech & elm from 4 to $1\frac{1}{2}$	2,856
	British oak — 4 to $1\frac{1}{2}$	- 16,776
	Foreign ditto — 4 to 3	- 9,778
		<hr/> 29,410 <hr/>

Signed by Mess. Palliser, Williams,  
Brett and Mason.

## REPORT CONTINUED.

### *As to the Causes of the Insufficiency of the Supply.*

Mess. Williams, Palliser, and Brett informed the committee, that the scarcity of timber was occasioned

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### Remarks and Observations upon the Report.

Herefordshire, Gloucestershire, Monmouthshire, Worcester-shire, and Shropshire.

It was the general opinion, in the year 1771, when this enquiry took place, that a larger quantity of oak timber had been cut down than had been felled in any one year, in the memory of any man living.

(3) These two quantities make the british oak used annually 24,566 loads, add the foreign and the annual consumption, is 31,477 loads.

The above consumption of timber in seven years is very great, and if the uses it was put to had been also inserted, the committee would have seen the different quantity of timber consumed in the king's yards, and in the merchants yards, in building an equal number of tons of shipping for the navy.

If the mode of always having 66,000 loads of oak, dead stock, was adopted, much of it would be on the decay, and some of it quite rotten, before it came to be converted into use; which has, and may, be seen in any of the king's yards almost at all times.

Whereas if a number of ships of different rates, from the frigate to the first rate, were always building under roofs, in

fioned, partly (6) by building such a large number of East India ships, partly by the general increase of shipping, and, in a considerable degree, by the augmentation of the king's ships, in number and size, and a great number built in the king's yards, and by contract in the merchants yards.

In 1745 the several classes in the navy were greatly increased, by a new establishment in building ships.

In 1755 the number still increased. In 1756 the size of the ships were again very considerably increased, insomuch that 70 gun ships, formerly about 1300 tons, were now increased to 74 guns, and 1600 tons.

That during the last war there were 50 or 60 ships of the line built, the least of them carrying  
60 guns

#### Remarks and Observations upon the Report.

each yard, all timber might then be converted to its proper use shortly after it was received; such as would make timber, to be put into their proper frames, there to stand and season entirely sheltered from the rains, &c. and such as could be converted to beams, thick stuff, &c. to be put under sheds; by this plan a dead stock of unconverted timber would be unnecessary, and all parts of the ships durable.

(6) Rather principally to the want of care and œconomy in the king's yards, forests, and waste lands, in rejecting timber indiscriminately, and cutting away a great part of it to waste, merely to make up a bundle of chips, for each workman employed in the yard; or in taking away, small pieces, that they afterwards convert into ship trunnels, which are often sold at so much a dozen, or hundred to the officers of the yard, or to the merchant builders.

How much better would it be to abolish these customs, and to allow in lieu thereof, sixpence *per* day, wages. Especially, when it is acknowledged, upon a calculation, that the quantity of timber cut to pieces for the above purposes, and carried away each day, amounts to nearly as much, as would build a sloop of War.



60 guns; and at the conclusion of it, most of the ships, except those built during the war, wanted re-building, or a thorough repair.

That the consumption of timber, since 1762, in re-building and repairing would have built 60 ships of the line.

And that, in fact, 34 of the line had been built and launched; that there had been a great increase of shipping in general; that ships of all dimensions interfere with the king's ships of the like dimensions; that the prices have been raised in proportion upon all timber; that the increase has been particularly in the East India company's shipping, which from thirty \* sail, their number thirty years ago, are now ninety † sail, out of which, ships of 800 tons ‡ would take the same scantling as a ship of war, of 50 or 60 guns.

That, within these twenty years, the East India Company have greatly increased the tonnage of their ships, for in 1751 they were limited to 600 tons; in 1758 they passed a regulation, that their ships should be 106 feet keel, and 33 feet broad, under these regulations it was not enjoined that any 4-inch plank should be used (11).

Remarks and Observations upon the Report.

\* They were 55 sail, thirty years ago.

† They were only 87 sail.

‡ A very strong reason for making them carry 50 or 60 guns.

(11) Although not formerly enjoined, no India or any other merchant ships, sloops, or even hoys, are ever built without 4 inch plank.

*The Dimensions and Scantlings of the Frame, &c.  
of a Ship of each Class, from 100 to 28 Guns.*

Guns	Tons	Length of Keel			Lower Deck		Breadth extreme	
		Feet	Inches		Feet	Inches	Feet	Inch.
100	2162	—	151	3 $\frac{5}{8}$	—	186	0	— 51 10
90	1845	—	144	0	—	177	8	— 50 0
80	1585	—	134	10 $\frac{3}{8}$	—	165	0	— 47 0
74	1606	—	138	2	—	168	6	— 46 9
70	1414	—	131	4	—	160	0	— 45 0
64	1369	—	131	0	—	150	6	— 44 4
60	1268	—	126	0 $\frac{1}{4}$	—	154	0	— 43 6
50	1044	—	119	9	—	146	0	— 40 6
44	837	—	117	2	—	140	0	— 36 8
36	718	—	106	2 $\frac{5}{8}$	—	128	4	— 35 8
32	677	—	103	0	—	126	0	— 35 0
28	593	—	99	6	—	120	6	— 33 6

*List of European built Ships in the Company's Service,  
from 1740 to 1771.*

Years.	Ships.	Years.	Ships.	Years.	Ships.
1740	— 55	1751	— 65	1762	— 65
1741	— 58	1752	— 65	1763	— 68
1742	— 61	1753	— 65	1764	— 72
1743	— 63	1754	— 63	1765	— 73
1744	— 62	1755	— 63	1766	— 74
1745	— 61	1756	— 63	1767	— 76
1746	— 62	1757	— 64	1768	— 76
1747	— 62	1758	— 63	1769	— 85
1748	— 63	1759	— 63	1770	— 87
1749	— 66	1760	— 61	1771	— 87
1750	— 66	1761	— 62		(17)

*List*

(17 ) April 6, 1771.



*List of the India Company's Marine Force in India.*

	Guns	Pounders	Blacks & Whites
Resolution —	40 —	6 & 12 —	294
Revenge —	20 —	9 —	187
Bombay Grab	20 —	6 —	192

And 24 snows, Sketches, schooners, Grabs, and Gallivats, from 16 guns to 1.

C. J. COGAN. } Secretaries.  
P. MICHELL,

That by another regulation, in 1770, their ships are to be 110 feet keel, and 35 or 36 feet broad, and the planking (12) of their bottoms four inch; by this last regulation their ships run from 800 to 1000 tons, which interferes with ships of war, from 50 to 74 Guns, which is become so alarming that it makes the navy board uneasy and apprehensive, that the difficulty of getting timber will be still greater.

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Remarks and Observations upon the Report.

(12) Although four inch bottoms must be allowed in every respect, to be far preferable to three inch bottoms, by all judges of shipping, especially in regard to reducing the consumption of timber in repairs, and enabling ships to go a greater number of voyages, &c. yet it was said to be otherwise, and as tending to consume such an extra quantity of timber, as to be worth the attention of parliament.

Yet by an eminent builder's estimate, in order to be paid for the additional expence, he makes it no more than nine loads, and 30 feet, at £8 a load, which is only £76 16 0 difference between a four and a three inch bottom for one ship, and for 50 sail, 480 load.

In short there is not an India-man built, but what interferes with ships of 50 and 74 guns; and as there is a necessity for them to be of a large size, I think it full as much so they should be made useful in defending the nation, and themselves.

That, in consequence of this increase of size of the East India ships, the price of timber is principally affected at Deptford, Woolwich, and Chatham; the East India ships being built in that neighbourhood. In some degree Portsmouth is affected, it being necessary to send timber from thence to Woolwich and Deptford.

Portsmouth and Plymouth have advantages over the other dock-yards for supply, both from the king's forests, and from counties more productive in timber.

The committee then called for the following account :

*English Ships in the India Service, on the 31st of December, 1770.*

Vessels	Tonnage	
70 - -	54,747	} Built in the space of 12 years, from 1759 to 1770.
9 building	6,830	
<hr/> Total 61,577		
(15)		

Signed by C. J. COGAN,  
Clerk to the Committee of Shipping.

To find out what Operation the increased demand of Timber had upon the Price.

The committee again examined Mess. Williams, Palliser and Brett, who said;

That the prices differed according to the dimensions, the large being double the value of the small, medium price of a load of 100 feet meetings is £4 5s. but a large carriage may raise it to £8 a load. Since 1737, the price of timber has increased 25  
per



*per Cent.* and all scantlings in proportion (18). That the late rise has only been an allowance for an additional carriage, except as to oak plank, which has increased 10s. a load.

The committee then called for an account of the contract prices for timber and plank, paid by the Navy Board since 1737. (19)

In 1738 oak timber, straight meeting, 100 feet to a load, and compass 96 feet to a load, were £3 1s. a load. Until 1756, the prices continued varying, and on the rise, and were then £4 5s. to £4 7s. a load; from 1756 to 1771, the prices continued the same.

### CONTRACT MEETINGS.

Highest Straight	-	-	270 to 230 feet
Compass	-	-	259 to 220 ditto
Lowest Straight	-	-	70 to 60 ditto (20)
Compass	-	-	53 to 45 ditto

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#### Remarks and Observations upon the Report.

(18) Here is said, all scantlings increased in price in proportion, therefore, it is clear, large East India ships are no way prejudicial to the navy.

(19) If the committee had called for the expence of building and repairing each ship in the navy, and also for the quantity of timber consumed in building and repairing each ship separately, they would have seen the difference, between building ships in the king's and merchants yards, which they are now unacquainted with, although more material, than any thing they have yet had laid before them.

(20) The largest ships built for the India service have not exceeded 60 feet meeting, which appears to be the lowest straight timber contracted for by the navy; this is another plain proof that no India ships yet built, have come any thing near to 50 or 60 guns ship's meeting; or any ways injured the navy.

Oak Plank,  $4\frac{1}{2}$  Inches to 4 a load, in 1738, £6. 1769, £7, to 1771, contract prices the same.

Ditto,  $3\frac{1}{2}$  Inches, 1738, £5 10, 1757, £6, and £6 5 from 1757, ditto

Ditto. 3 Inches, 1738, £5, 1769, £6, from 1769, ditto.

Ditto,  $2\frac{1}{2}$  Inches, 1738, £4 11, 1757, £4 16, and £4 18, at all yards, except Plymouth, where £5 6.

Ditto, 2 Inches, 1738, £4 2, 1757, £4 7, and £4 9, at all yards, except Plymouth, where £4 17.

Ditto,  $1\frac{1}{2}$  Inch, 1738, £3 10, 1757, £3 15 and £3 17, at all yards, except Plymouth, where £4 5.

As for the means of further supply, and the quality of the different sorts of timber.

Mess<sup>rs</sup>. Williamson, Palliser & Brett, informed the committee, that one expedient for supplying the deficiency, would be the introduction of foreign (22) timber, in a larger quantity than at present; and that the Navy Board were then actually treating for it, from Hamburg, Stetten, Holland, and America; and particularly for a certain kind of live oak for knees, from South Carolina, but this last by way of specimen only.

Another

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#### Remarks and Observations upon the Report.

(22) If foreign timber is used with English oak in building, or repairing the navy, it will destroy the latter in half the time; but beech mixed with it, especially above the water line, appears to have the contrary effect, and to answer well.



Another expedient has been adopted, by advancing the price of carriage, to enable the merchants to bring it from the inland counties.

Within six months, £3200 has been paid to one timber merchant, for extra carriage of 3588 loads, and further sums are due, but the accounts have not yet been received.

That they had written to timber merchants, in different parts of the kingdom, that they were ready to receive proposals for being served from the inland counties. They had done this in hopes of lowering the extra carriage of timber. They had offers from Sweden, but the person did not perform his engagement. They had some timber, and a great deal of plank from Silesia, by the way of Stetten.

Last year they had about 1000 loads from Holland. This year they had contracted for 1000 loads more from Silesia, but that foreign timber is inferior in quality to the English, will come dearer, duty included, than their standing contract price.

The Board have also attempted to get cedar, and mahogany beams, from the Musquito shore, but the undertaker failed in the attempt§.

They

#### Remarks and Observations upon the Report.

§ This plank if barked, and left to stand some time before it is cut down, so as to have it properly cured, will last a long period.

The Americans practised it in last War, and it was found to answer.

Hitherto it has been felled green and indiscriminately; perhaps it would be worth the attention of government to try the experiment.

It has been reported that timber of the above description, would last as long as English oak.

They have also imported plank from Quebec, some of which was good; but its durability not ascertained, having been only in use two years; it is supposed it would answer the purpose, and come cheaper than Dantzick plank; and on that presumption they had engaged 1000 loads more; but the undertaker likewise failed in his attempt; they had some small parcels of plank from New York, but it was found very bad in its quality.

That in the last War the navy used fir in the construction of ships of 18 guns, by way of experiment, and to gain time; but it wanted durability; it is also expensive, as the Merchants will not build a fir ship at the price of an oak ship.

That the commissioners of the Navy had a promise of the pre-emption of the king's timber, in all his forests, and have had supplies from several forests, but in no considerable quantity, but from the forest of dean, and the new forest.

(Being asked) If they could survey the principal wood lands of this country, so as to lay before parliament early next session, an estimate of all the standing Timber belonging to the crown, and private persons, with the degrees of vicinity to water carriage.

(They said) That they knew not the bounds of the king's forests, and therefore, have no means of making such enquiry; and as to private property, they have no power; that they did attempt it the beginning of last war, but were interrupted by the

proprietors



proprietors, before they got through the second county. (27)

That in the ordinary contracts, timber is delivered at the usual prices, free of all charges; but in the contract for inland timber, in order to enlarge the supplies, an allowance is made, where the carriage amounts to more than the sum of 38s. a load, at which it is usually estimated; when the real carriage is more, it is allowed, upon producing proper vouchers.

That the contractors alleged they could not get timber so near the sea coast, but that the expence would exceed their usual computation of 38s. a load; therefore, upon application of the timber merchants, that the price was so low (27) the navy board allowed 1s. a load per mile for long carriage, rather than raise the price of timber; this however, had only been paid to one merchant, the others not having complied in time.

And, desiring longer time, the mode was discontinued, and now the real extra carriage is paid for. (28)

#### Remarks and Observations upon the Report.

(27) If a regular price was fixed for timber, according to its quality, and the carriage to be allowed for by government, or taken upon themselves, and the officers of the different yards were sent into different divisions of the country alternately, it would, as has been already observed, prevent a monopoly by purveyors, and others, and all private individuals would give government the preference, as they would be sure of a fixed good price, and of selling a large quantity of timber.

(27) The navy board need not depend on the reports of the timber merchants; let them contract for building with their own people, in the king's yard, at so much per ton, and then they will have better ships, and for one third less money.

(28) It is probable they may be imposed upon.

(Being

(Being asked) How long it had been the practice to purchase foreign timber,

(They said) For plank, several years, and some timber, which last increased gradually, and there is now twenty times the timber purchased than was five years ago.

That they preferred foreign plank, to save the growth of English oak, but that has greatly diminished within these five years, owing to contractors not fulfilling their contracts, though the price has been greater than before.

(Being asked) As to the quantity of foreign wood, in all respects,

(They said) That the plank was very good for the ship bottoms, under water, and on the slate of the decks, but not so durable as English oak; that foreign oak and thick stuff is now intended (29) to be used in repairing the king's ships, on account of the scarcity of English oak, but its durability as yet cannot be ascertained; some experience has been had of the durability of thick stuff, in prize ships taken last war; but of what country growth that oak might be, they could not say; on a survey of those prize ships, the oak, wrought in thick stuff and frame, was not so good and lasting as English oak, as was proved by the frequent sudden repairs required; as to pieces of foreign timber, plank is dearer than English thick stuff; nearly the same timber uncertain; none so durable as English; the  
navy

#### Remarks and Observations upon the Report.

(29) Neither foreign oak, nor thick stuff, should ever be used in building, or repairing English built ships, and the navy board will be convinced of this fact, at the expence of the nation.



navy had hitherto used little foreign timber, except Dantzick plank, chiefly for ship bottoms; the troubles in Holland had hurt that supply, had lately agreed for Silesia plank, which, with Dantzick, is used for ships bottoms, and amounts to 1300 loads a year.

### As to the Prices of the Timber from the Forests.

(They said) When felled and squared, it stood in 38s. a load from the new forest to Portsmouth yard; all the charges of felling and removing were about 36s. a load more.

At the forest of Dean, the charges and expences were about £2 12s. 6d. and in War, 5s. additional.

That as to the qualities of English oak timber it varied according to the soil it grew upon; the timber from the interior counties not being so good as that in the sea coast counties.

That a sandy soil produces an inferior sort of timber to a clay soil, it being generally shakey (30) and not so tough and durable, as that which grows upon a clay soil; that in the king's yards they had always received that sort of timber, as they refuse none from any soil; provided it be perfect in its nature, and not shakey; and in that case it is as good and equally applicable to any parts of the ship, for immediate use, but certainly not so durable.

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### Remarks and Observations upon the Report.

(30) Timber tho' shakey in some parts, may yet serve for other purposes or smaller ships, and should not be rejected too hastily

( B )

That

That there is no certain rule to ascertain the age of timber, when it comes to the king's yards; but is judged fit, from 80 to 100 years growth; which it is necessary it should be, particularly on account of the size; that previous to paying for the timber, it is surveyed, and if any defects appear, an abatement is made from the quantity.

Messrs. Williams, Palliser, and Brett, also said, that there was not sufficient room in the dock yards for stowing and seasoning the timber, which suffered much by being heaped one piece upon another, and exposed to the sun and rain.

But that sufficient room might be had, if wanted; that the timber generally lies about six months after it is fided, sometimes stocked, and sometimes the sides in contact with each other.

That indeed, upon the great consumption of timber of late years, such pieces as have thus lain in the manner complained of (31) did not lie so on account of the quantity, but were mostly such as were fit for particular purposes, and laid by till there was a call for them, as they were not proper to be converted to other uses.

The commissioners of the navy board, then delivered in an account of the time necessary or expedient, in the opinion of the surveyor of the Navy, for sawing timber before it is built with, and when in the frame.

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Remarks and Observations upon the Report.

(31) Timber gets more damage by lying about in the yards, wet and dry, than is generally imagined; all timber should be converted into use as soon as received, and afterwards stand to season in the ship's frame under a roof sufficiently large to cover the whole ship, as is practised at Venice.

That



That it is the opinion of the surveyor of the Navy, that the building slips in each yard, have new ships set upon each of them; and that no ship of the line, have any thick stuff or plank, wrought on her, till the same be compleated, and has stood, after it is compleated, at least one year to season; and that of a Frigate six months.

That all the thick stuff and plank should be sawn at least one year, before it be used; and be put under sheds (32) as soon as it is sawn, and stowed edgewise, with sticks between them, for the air to pass freely through the several pieces.

That the half beams as soon as cut, be put up in a perpendicular direction, about the brows and standards of the slips, and not taken down until they have stood at least six months.

That all the knees be sided as soon as they are brought into the yard; put under sheds as soon as

#### Remarks and Observations upon the Report.

(32) The navy board recommend, that the timber which compose the ships, should stand exposed to all weathers, for one whole year, after the frame is compleat, in order to season.

But that the plank and thick stuff, knees, &c. are to be kept dry, and sheltered under sheds from all kinds of weather.

There is certainly something like an absurdity in this, for the whole being oak, requires the same kind of seasoning; therefore most undoubtedly by this plan, while the plank &c. is drying and properly seasoning, the whole of the timbers, stem, stern post, keelson, beams, &c. are all decaying, although not quite so fast, as when the ships were built so quick, as not to allow any time for seasoning.

they are sawn, and sticks placed between them, and not one upon another. (33)

Signed

*H. Palliser.*

*J. Williams.*

*T. Brett.*

*E. Mason.*

In the above Report, there appear several substantial reasons to prove, that the alteration proposed in building of the India ships of a larger size, instead of their present defenceless and insignificant state, cannot be of the least detriment to the navy, as very little, if any, additional timber will be required for that purpose; the reasons for adopting such a measure, are too numerous and apparent to require an explanation, the only one necessary is, that, if either of the following plans are followed, there will be from 70 to 80 sail of ships, from 50 to 54 guns, that may be employed, as merchantmen, or for the defence of the kingdom.

The first and principal reason that prevented the East India ships from being built of a sufficient size and force, to defend themselves, so as to require no convoy in time of war, or to act occasionally with

#### Remarks and Observations on the Report.

(33) The French and Spaniards, not having in their own kingdom, half the Timber necessary to supply their navies, cause their principal trade to be carried on in such large ships as are able to defend themselves; by which a smaller number of men of war, are necessary for offence and defence, against their enemies; and the whole navy, whatever may be its numbers, are left to act in full force.

They also make use of bolts and nails, or of one bolt and one tree nail, in the room of two tree nails; by which they are enabled to reduce the scantling of the ship timbers.

effect



effect against the enemy, arose from the idea that they would consume that timber, which was wanted in building ships of the line; and so forcibly did this motive operate, upon the minds of the nation and parliament, some years ago, that a bill was passed, restraining the East India company from building ships above 7 or 800 tons.

This however, by the account I have inserted and various other proofs, is shewn to be a false alarm, as every vessel, built for the company, must, in some degree, consume timber that might be made use of in line of battle ships.

Another objection, that has hitherto prevented the company from building ships of force, originated with the ship builders themselves.

I remember a proposal being offered, by some of the company's agents, to parliament, for leave to build their ships in India of Teak timber, as it was stated, that it possessed a more durable quality, and the ships might be built much cheaper in their settlements than at home; a great clamour was raised, by all the English builders, stating that the branch of ship building was a manufactory, and indeed, since the loss of America, it is become a considerable one; they also added the loss to the country of ship-wrights, who would undoubtedly emigrate; and many of whom were taken into the king's yards.

In consequence of these representations, the bill was rejected and things continued as usual.

I would therefore propose, in order to obviate all these objections, that the East India ships should be built of a sufficient quantity of oak, for their bottoms, and of any other wood, for the upper works, that would last a proper time; and the size of the ships be 50 or 60 guns, and 180 or 190 men each.

It is possible, in the construction of such ships, some use might be made of beams, timber, and plank of old line of battle ships.

Suppose, for instance, that a 74 gun ship, when she is broke up for sale, should produce a quarter of the timber necessary for building an East India man, according to the size, and scantling mentioned.

It would certainly be of more use to Government, than permitting the whole Hull, of a condemned ship, to be disposed of at once.

The timbers would, undoubtedly, be mixed alternately with fresh ones; and there are many sound seasoned timbers and plank, in old ships of the line, that would last many years, and are better than new ones.

The French are more æconomical of their timber than we are; and frequently build sloops and frigates out of the timber of a large old ship, which, being reduced in scantling, leaves the heart of seasoned wood; or if left in its original size, and mixed as above, will compose a frame nearly as strong, as if it was all new timber.

If it should ever be thought adviseable to have ships in the company's service, of the size I have stated, they should be built with two decks, to carry 12 pounders upon the upper deck, and 24 pounders on the lower deck; the ports might be cut out and hung, as was most convenient; and the guns coated over with a proper composition of stuff, and put into the hold as ballast.

In this State, in Time of peace, they would carry larger cargoes than the present ones; and if a war should happen, when they were abroad, their lower deck ports might be opened, or hung, and the guns weighed up and mounted. A



A small number of additional men, which might be procured in India, such as Lascars, would equip them.

There is one obstruction to this mode however, which is the regulations and discipline, absolutely necessary, amongst such a number of men, and in ships of this size.

I am therefore of opinion, that to make the most use of this valuable class of ships, the captains, who are in general men of education, and the younger brothers of people of opulent fortunes, should pass an examination at the navy office, respecting the conducting, navigation, and fighting their ships, and be amenable to the naval articles of war; or a new set should be composed for that purpose.

The officers in the East India service already, pass an examination at the India House, and I see no objection to its being transferred to the navy board and admiralty.

They are usually known to possess a sufficient fund of knowledge, as to their profession, and it is some years before they obtain the command of a ship, after having been the younger part of their life in that service.

The mates and inferior officers, who almost all bear some resemblance to the different degrees in the navy, should go through the same line of service and examination, as their superiors.

To connect the officers together by a military bond, I would give the captains the brevet rank of lieutenants in the navy, and the others in proportion; they should wear the company's uniform, but rank the next after the navy, in the same way the militia does with the army.

The other mode that occurred to me, was, that government should furnish the ships to the company,  
upon

upon being allowed so much per ship, for their maintenance and equipment.

For this purpose it would be right, to take many of the 50 and 64 gun ships, and employ them as above, with officers that have been in the company's service, and under the laws and discipline of the navy.

The want of a sufficient degree of authority in the India service, has often proved fatal.

An instance of which occurred in the loss of the *HALSWELL*, and many others.

The rank and rules I have stated, as necessary to bind this society together, are such as would occasion the least jealousy, between the navy, the public offices, and this mercantile militia; and it is inconceivable the accession of force it would prove to this country, as men of war and store ships.

Many of the present old indiamen being used for that service last war; and likewise for hulks, and innumerable other purposes.

The India company, has employed between 80 and 90 sail, which is more than any nation in Europe can send to sea, of the same size and force; and surely it is an object to this country, to make them of the utmost use to the support of the empire.

I will suppose them manned, armed, and conducted, according to one of the two propositions, carrying from 180 to 190 men, and from 50 to 54 guns each.

If the above mode was not adopted, it would perhaps be necessary, to oblige the company to employ two different classes of ships, viz. half the number of 650 Tons, and the remainder to consist of 1350, several of which have been lately built. The large ships should have two decks, as already specified, and a part of their guns left at Bombay, that



that in time of war they would come, as ships of 60 or 64 guns, into the line.

The last, and probably the most certain way of rendering the company's ships of the greatest service, would be for government to furnish all the ships of 50 or 64 guns, and to have them commanded by masters and commanders of the Navy, with the proper officers and men; but armè en flute, with their guns in the hold. Their lading and all the concerns of trade, to be managed by a super-cargo, or commissary, embarked in each ship upon the company's account.

Having mentioned the utility of the East India company's ships, when under proper regulations, it has induced me to say, that it may, perhaps, be worth the consideration of so great a maritime power as Britain, to give a bounty to all merchant ships in time of war, who are built so as to carry a proper number of guns, of a certain sum per gun; and likewise for the men embarked.

## C H A P. II.

*Respecting the Ports of Dover, Shoreham, Rye and Winchelsea, Sandwich, and Milford Haven.*

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### DOVER HARBOUR.

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#### GENERAL OBSERVATIONS.

THE want of useful harbours upon our coast, between Portsmouth and the Thames, particularly in times of war with the Dutch, or any other of the northern powers, when considerable numbers of the king's ships are stationed in the Downs, has sufficiently shewn the advantages that might arise from that of Dover; the situation of which, and vicinity to the French coast, with many other considerations, make the general Advantages of it, in a more improved state, of the utmost consequence to the kingdom at large. Many persons, convinced of the excellence of its situation, have proposed alterations and improvements; and projects of this nature have not been wanting, under any Lord Warden of the Cinque Ports, to introduce the changes that the consequence and necessary attention to our navy seemed to demand; and it may have been difficult from a multiplicity of ideas upon the subject, to select the most useful; the apparent neglects may, therefore, under the difficulties of decision in this respect, be readily accounted for, and as the natural and proper mode of restoring Dover harbour, from any plan that has hitherto appeared, does not seem to have been pointed out; the town, and country, have at least the satisfaction of seeing, that no great advance



advance has been made upon defective outlines, and it remains open, and free to a consideration, yet to adopt an eligible plan.

The present direction of the river through the Pent, and thence to the outfall of the mouth of the harbour, is certainly contrary to nature; and it is to be regretted, that the several ingenious persons, who have proposed alterations, have never quitted such false course of the water, which may be the best reason, why their projects have been attended with so little benefit.

In any kind of work, where water is to perform a part of the operation, perfection has always been the farthest off, in proportion as nature has been lost sight of, and the best plan of engineering is certainly that, which begins by giving her every one of her powers. No one can have a doubt, upon viewing the shape of the ground and cliffs of Dover, of the mouth of the haven being originally to the eastward of lord North's battery, and we find the clearest proofs upon record, why such original channel has been changed; but as the motives of the first alterations were, to stop up all deep water, and prevent the entrance of the Romans, the reverse should now direct us to restore such deep water, as a shelter for our own ships. It is possible, that Cæsar, or his officers, might make the first beginning at Dover castle; but there is no doubt of the most extensive part of those fortifications having been done by the British king, Arviragus, to hold that station against the Romans; and as the harbour, with deep water to a considerable distance between the hills, bounded by a flat shore, must have been favorable to the enemies acting against him, by reinforcements from their vessels, his reason for carrying a dam across the mouth of the haven, between the perpendicular cliffs

cliffs, is clear to every military idea, and must have been a very wise measure in those days, as by such stoppage of the haven, the strength of the situation against an invading foe must have been greatly augmented.

The course of the water, as it now is, and probably has been since the first ruin of the haven, seems to be the channel the back-water of the river made, by breaking the south end of the dam or bar made across the entrance; which happened to be over the chalk rocks, where high hills had originally stood. The banks or sides of this forced course of the back-water have since been strengthened, and from them we have what forms the present harbour; which, from its bottom of hard chalk rock, can never be much deeper than the low water mark, whatever works may be erected upon it; and a good tide harbour would be the utmost that could arise from the most expensive or ingenious plans. Good harbours are not the produce of labour; and we never find deep water, where such depth is not gained by the grinding quality of the indraught of tides, and outfall, with the increase of velocity by an augmented quantity; an advantage that never can arise from the present unnatural course of Dover harbour; and though it might be hazarding an opinion too far, to say, exactly where the proper channel originally was, it is certain, by experiments in boring and otherwise, it could be discovered near enough to afford every desirable aid, towards the attainment of a deep, and safe harbour; and perhaps the best plan to be adopted, would be such as might recover every advantage the haven originally had, and not desert the present harbour, but by keeping it as it now is, or if possible to improve it, the back-water would be more than it ever was in  
former



former times, while the heads of the piers, now forming the entrance, being kept up, a cover would be preserved, of great consequence to the bay, affording great shelter to it, which, with the distant headlands, would not fail to make the entrance between piers, which might be erected to favor the sides of the natural channel to the eastward of Lord North's battery, perfectly safe; such piers should be constructed (at least till the utmost depth of water, by the different operations of currents could be ascertained) with timber and fascines, after which, additions of more permanent materials might be added; and it is proper here to observe on the subject, that instead of suffering any part of the present depth of water in the harbour to be injured, by any proposed addition of new piers, the parts from the Broom-house to the Victualling-yard, with the whole of Paradise Pent would be more benefited than any other, as the best situated for docks, and repairs of shipping of every description; a circumstance that must exceedingly enrich that part of Dover in particular, while the inhabitants of the whole town, from an immense increase of business and commerce, would not fail to experience the vast advantages attending an impartial and natural treatment of this harbour. The value of property of every denomination in the neighbouring parts of the county must also by this means be very considerably increased. The first intention was, to give with these observations, exact plans of such piers, or sides to the natural channel, as seemed best adapted to answer; but, as matters of detail may be settled by the several departments of the Admiralty, Ordnance, &c. or their officers, when the subject is under consideration, and the principle upon which their works are to be governed is settled, these mat-

ters may be laid before them, or they may determine better from opinions upon fuller investigation. The object now in view, and which seems previously necessary to be established, is, that in whatever may be attempted for the better state of Dover harbour, nature must be consulted; and there is too much reason to think, that the well-intended plan now in hand, under the directors of the harbour works, and the proposal to carry the present line of piers further out into the sea, to stop the beach, and prevent the formation of bars at the mouth of the harbour, can never answer any great end; and as the entrance there would, more than now, be on an exposed projecting point, the difficulties and dangers of coming into the harbour, with wind and tide across the piers, must thereby increase, and perhaps so as to make the attempt more hazardous to ships, than keeping the sea, or running them on shore in the bay. The proper and leading considerations that might be attended with any good effects, upon an eligible plan, for altering Dover harbour, seem to have been hitherto forgotten: the reports have been too much confined, for though it may be always right, under the great powers of the Cinque Ports government, that the Lord Warden's Officers, and Commissioners of the harbour, should have a great share in bringing forward whatever might be necessary, and the difficulties of determining upon the best plan, of which sufficient proof exists in the mistakes at other towns on this coast, may be a sufficient reason why nothing has yet been brought forth on this subject, of consequence to the nation; yet the highest authorities are before us to prove the capability of the harbour in point of improvement.

The



The opinion of the great Sir Walter Raleigh would alone be sufficient to justify the incurring of very great expence, and indeed it is difficult to say, how a contrary conduct, while the navies of our enemies so rapidly increase, in the directing powers of this kingdom, is to be reconciled with a proper discharge of duty men owe to their country.

The situation of Dover Roads is of vast consequence in war, as an advanced station for a part of the Downs force; but in our late quarrel with the Dutch, it was either forgotten, or its natural importance unknown. Had a part of our men of war been riding at single anchor in Dover Roads, when Compte Byland passed with the Dutch men of war, they would not probably have escaped as they did. It is well known to seamen, that winds often blow so as to favor the passage of ships up the Channel, and to the eastward, that prevent our ships coming out of the Downs, by the South Sand Head, to intercept them, and by the time of our getting to sea, through the Gull Stream, they have gained the wind so much upon us, as to render pursuit of little consequence; but how far greater would the utility of Dover be, could its Harbour at any time of tide receive the king's ships within the piers.

That reasoning without experiment should not appear on this head, men used to boring for water were a short time since employed to discover the depth of the original mouth of the haven at Dover, where the dam, made by Arviragus, was supposed to pass, and sea-beach, mud, and other things of different qualities, which had been, from the clearest proofs, deposited by the motion of the sea in such depths of water, when the harbour was in its natural state, were taken up to near five fathoms under

under the high-water mark, and the place of making this experiment being found some hundred yards within land, or the place to which piers might be carried out with great safety, there remains not a doubt, but shelter, at the lowest spring tides, could be given to the king's ships in a harbour at Dover, that should be constructed upon an outline to agree with what nature favors, and most requires.

After these general remarks, are annexed some valuable extracts from antient writers, which are ample testimonies of the original state of Dover Harbour, and subsequent alterations, with the high degree of estimation it has been held in, as capable of affording the greatest benefit to the navy of Great Britain, as well as its own town, and neighbourhood.

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*Extract, from a Memorial, presented to Queen ELIZABETH, by Sir WALTER RALEIGH, Knt.*

“ NO promontory, town, or haven, in Christendom, is so placed by nature and situation, both to gratify friends, and annoy enemies, as this town of Dover; no place is so settled to receive and deliver intelligence for all matters and actions in Europe, from time to time; no town is by nature so settled, either to allure intercourse by sea, or to train inhabitants by land, to make it great, fair, rich and populous; nor is there in the whole circuit of this famous island any port, either in respect of security and defence, or of traffic or intercourse, more convenient, needful, or rather of necessity to be



be regarded, than this of Dover, situated on a promontory next fronting a puissant foreign king, and in the very streight, passage, and intercourse of almost all the shipping in Christendom."

" And if that our renowned king (Henry VIII.) your Majesty's father, found how necessary it was to make a haven at Dover, (when Sandwich, Rye, Camber, and others were good havens, and Calais also was then in his possession) and yet spared not to bestow, of his treasure, so great a mass, in building that pier, which then secured a probable means to perform the same; how much more is the same now needful, or rather of necessity, (those good havens being extremely decayed) no safe harbours being left, in all the coast almost, between Portsmouth and Yarmouth. Seeing, then, it hath pleased God to give unto this realm such a situation for a port and a town, as all Christendom hath not the like, and endowed the same with all commodities, by land and sea, that can be wished, to make the harbour allure intercourse, and maintain inhabitants; and that the same once performed, must be advantageous to the revenue, and augment the welfare and riches of the realm in general; and both needful and necessary, as well for the succouring and protecting friends, as annoying and offending enemies, both in war and peace; methinks, there remaineth no other deliberation in this case, but how most sufficiently, and with greatest perfection possible, most speedily the same may be accomplished."

*Extract from "The Case of DOVER Harbour, 1756," (then published with an Intention to be laid before Parliament.)*

" This harbour is the only commodious harbour on the southern coast of this kingdom; there not being any other, any way considerable, between Portsmouth and Harwich; and is of very great importance by its situation; for as the great trade of this kingdom is to the southward, and there is no other considerable harbour in all that distance, in case any ships or vessels in the Downs (where great fleets usually ride, and which is but six miles from Dover) or in the channel thereabouts spring a leak, or come to any damage through stress of weather, or otherwise, they may come into this harbour and be repaired, and proceed on their voyage; whereas, otherwise, they must be forced to go up the river, oftentimes to the overthrow of their Voyage; and many times the exigence is so great, that this harbour is the only means of preserving ship and goods, and the lives of many persons, that would otherwise be lost; of which there are numberless instances, particularly in a great storm in January, 1689. Between thirty and forty sail of ships, some of them richly laden, for the Streights, Portugal, and the West Indies, were forced to sea from the Downs, and got in here in safety; which more might have done, (that were drove away upon the French Coast, and many of them there lost) had this harbour had that improvement made in it which it is capable of, and which nature itself points out. And of those ships that were saved, several must inevitably



evitably have perished, by the damage they had sustained, if they had not been preserved by this means. And in November, 1684, an extraordinary storm happening, when a great fleet was in the Downs, above one hundred sail were secured by coming in here. And many more such like instances there are, which it would be too tedious to mention here; for there is hardly a winter passes without instances of this kind. And for the preservation of such ships as may be obliged to come in there, and cannot safely take the ground, it hath a convenient basin, in which ships of three hundred tons burthen may constantly lay afloat.

“ This harbour is also of very great importance by its situation, in the narrowest part of the channel between Great Britain and France; for the greatest part of the trade of this kingdom lying that way, in time of war, merchant ships, in case of danger from the enemy, may put in there and be secured. And it may, and hath been a great annoyance to the enemy, as his Majesty's frigates of the fourth and fifth rates, and under, lying in the downs, or plying about the channel, may and have used to come into this harbour, and there wash, tallow, and victual, and to return to sea again in a few tides; by which means much hazard, time, and expence, by going up the river, is saved; and his Majesty's service much promoted: and to this king Charles the second attributed much of his success in his Dutch wars. And here let it be observed, that his Majesty's frigates coming in there and victualling, may oftentimes be of very great consequence; when, for a great while together, the weather is so rough, that no victualling vessels can lay along-side of them in the downs, to put provisions on board of them.”

“ From this Harbour also small vessels, which dare not always keep the seas, may go out and in, and take advantage of the enemy's vessels going through the channel, and bring in, and secure their prizes; of which the last war afforded very plain proof, this harbour being then the rendezvous of all the privateers upon this coast, to the number of twenty-five and upwards: by which means the trade of this kingdom was greatly protected, and the channel cleared of the enemy's privateers: and it then had in it, at one time, above one hundred sail of captures from the enemy; and of such captures and other ships together, between two and three hundred sail; of which two were of the burthen of five hundred tons each, and upwards; and of the rest, much the greatest part were from one to five hundred tons burthen; and it hath now in it upwards of fifty sail of captures from the French, several of which are of considerable burthen.”

“ This harbour is of farther importance, by being the station of his Majesty's packet boats to France and Flanders; and by having a convenient and useful office for victualling his Majesty's navy, and a well-established society of skilful Pilots.”

“ King Henry the eighth, being sensible of the advantage of this situation, and that it was by nature formed for it, did at first found an harbour there, at his charge of sixty thousand pounds.—The same was afterwards repaired in the reign of Queen Elizabeth, by a duty of three-pence per ton, laid by parliament, on shipping; and again in like manner, in the reign of king James the first; and from that time it was repaired by several allowances by the government, till the year one thousand seven hundred: when, being very much gone to decay, and in great danger of becoming totally useless, a  
duty



duty of three-pence per ton was again laid on shipping, for the repair thereof; but in the year one thousand seven hundred and twenty-three, two-third parts of the said duty were taken from it, and appropriated to the making a harbour at Rye; with what success must be left to those to say who have seen it; and with this one penny per ton, which is only one-third part of what was granted in the reign of Queen Elizabeth, when the value of money was so much higher, and materials and labour so much cheaper, has this harbour been brought to its present usefulness; which, if it belonged to the French, would be thought of the utmost consequence, and long ago have been improved to the utmost; for great is the improvement which it is by nature capable of; even of being made the very best tide-harbour in Europe; it having, besides many other advantages, a constant supply of back-water; but the present duty being so small, and deeply mortgaged for the money laid out in bringing it to its present condition; those improvements cannot be made without further provision by parliament; for which it is hoped the merchants (considering the great usefulness of the said harbour) will countenance. In short, nothing is wanting to induce the nation to make those improvements, but the informing themselves truly of the advantages of its situation, and how capable it is of being improved, and at how small an expence (in comparison with the usefulness thereof) by causing the said harbour to be surveyed and examined by proper persons."

*Extract from Camden's Britannia.*

“ Dover Harbour is the most frequented passage out of England into France, which has rendered it famous throughout the world.

“ The town, which is seated among the rocks, (where the haven itself formerly was, while the sea came up farther, as is gathered from the anchors and planks of ships digged up) is more noted for the convenience of its harbour (though it has now but little of that left) and the passage from thence into France, than either its neatness, or populousness.

“ For it is a famous passage ; and it was formerly provided by law, that no person going out of the kingdom in pilgrimage, should take shipping at any other harbour. King Henry VIIIth built a mole or pile (we call it a pier) wherein ships might ride with more safety. It was done with great labour, and at infinite charge (63,000l.) by fastening large beams in the sea itself ; then binding them together with iron, and heaping upon it great quantities of wood and stone.”

“ But the fury and violence of the sea was quickly too hard for the contrivance of that good prince, and the frame of the work, by the continual beating of the waves, began to disjoint. For the repair whereof, Queen Elizabeth laid out great sums of money, and by act of parliament, a custom for seven years, was laid upon every English vessel that either exported or imported commodities.”

*Extract*



*Extract from Lambard's Survey of Kent, 1570.*

“ The castle of Dover (says Lydgate and Roffe) was first built by Julius Cæsar, the Roman Emperor, in memory of whom, they of the castle keep till this day, certain vessels of old wine and salts, which they affirm to be the remains of such provisions as he brought into it. As touching the which (if they be natural, and not sophisticate) I suppose them more to have been of that store, which Hubert de Burgh laid in there, of whom I shall have cause to say more hereafter; but as concerning the building, because I find not in Cæsars own Commentaries, mention of any fortification that he made within the realm, I think that the more credible report of the twaine, which ascribed the foundation to Aruiragus (a king of the Britons) of whom Juvenal the poet hath made mention, saying the Emperour Nero in this wise

“ Regem aliquem capies, aut de temone Britanno,  
“ Excidet Aruiragus, &c.

“ Some king thou shall a capture take,  
“ or els from Brytish wayne  
“ Shall Aruiragus tumble down.”

“ And of whom others write, that he found such favour in the eye of Claudius the Emperor, that he obtained his Daughter to wife. But whosoever were the author of this castle, Matthew Parise writeth, that it was accounted in his time (which was under the reign of King Henrie the Third) *clavis & repagulum, totius regni*, the very locke and key of the whole realm of England.

*Extract from Kilburn's Survey of Kent, 1657.*

“ And first touching that which is of most dignity (the castle) the same in the time Cassibelanus, governour of Britain (about 1700 years since) was (by the command of Julius Cæsar) built according to the Roman order (to keep the Britans in subjection) and thereupon was called Cæsar's castle, and the Roman court, and so continued for about 80 years; at which time (the same being in decay) Arviragus (king of Britain) having possessed it, re-edified and enlarged the same, and fortified it against the Romans (calling it Leodonnegio) and he stopped the antient haven (whereby the name of the place was afterwards called *De à Fore*, or stop before, or stop out; and since (by contraction) Dover; yet I find by others the name to be derived from the British word *Dufyrrba* (signifying a place steep and upright) as the (situation of the same is) and by others *Dur*, or *Dour*, the common name (among the Britains) for all waters (touching which I leave the reader to his election.”)

“ The pier (at a very great charge) was made by King Henry 8th, and afterwards repaired by Queen Elizabeth (in whose reign several acts of parliament were made towards the reparation thereof, and of the harbour there; and one act was (for that purpose made) in the time of King James (who incorporated the governours thereof, by the name of the Warden and Assistants of the harbour of Dover, (which warden is the lord warden of the cinque ports) for the time being, and his lieutenant, and nine others are assistants; there are but two of the quorum, viz. the lord warden and his lieutenant, the assistants are ten in number, whereof the mayor



mayor of Dover (for the time being) is one, so the number is in all eleven: six make a session, and (in vacancy of assistants) they new elect at a session. The Earl of Northampton (late lord warden of the cinque ports) had (granted to him by the King) all the land from the pier-gate to the pier, and he gave the same to the harbour of Dover; most part thereof was then waste, but is since built upon, and the builders thereof, pay shall rents for the same to the Pier."

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*Extract from the Antiquities of Dover Castle.*

" A. D. 72, Arviragus, refusing to pay this imposition, fortified the castle of Dover with ditches and mines, and stored it with all necessaries for a vigorous defence, whereupon Claudius Cæsar commenced a war with him; but it was terminated by the marriage of Arviragus with Gemuffa, daughter of Claudius, and his submission to the payment of the tribute\*."

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*Extract from Harris's History of Kent, 1719.*

" As to the famous pier of Dover, I find by the Deering manuscripts, that king Henry VIIIth laid

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\* At this time, it is probable, the Haven was stopt, to prevent the entrance of the Romans, since which it has not been restored.

out here above eighty thousand pounds in that work; making a bulwark, which from Archcliff ran far out into the sea to the eastward; and hereby was gained much firm ground: in this he made moats and bulwarks; and appointed officers and soldiers to keep guard here. These had also the care of the black bulwark; and had the profit of a crane, which then stood near it, for the shipping and unshipping of goods. And it appears by the charter of king James the Ist, that great care was taken, and a vast expence employed, to make this harbour good, and to keep it in repair, in the reigns of king Henry VIIth, king Henry VIIIth, and king Edward VIth. Dover pier was finished in 1585, by queen Elizabeth's care; who also laid out a great deal on the repair of the castle; and more than any other prince but king Edward IV, who expended ten thousand pounds in fortyfying and repairing it."

" In 1500, a round tower was built at the south-west side of Dover harbour, by one John Clerk, master of the Maison de Dieu; to defend the ships from the violence of the south-west winds; and they rode close to it by rings fastened to the tower on purpose; and this made that part of the bay so pleasant, that it was called Little Paradise, and is to this day. Sir John Thompson, Clerk, Parson of St. James's, in Dover, drew a draught, and made a proposition to the king to repair the harbour; the king encouraged it; made Thompson master of the Maison de Dieu; and delivered the undertakers £500 to begin the work; the king made him also Chief Surveyor, in conjunction with Edward May, Robert Justice, Richard Cowchie and John Steward, Mariners, of good experience. He first built a mighty wall, which he called the pier, from Arch-cliff



cliff chapel, being the south-west part of the bay, directly eastwards into the main sea, and of 131 rods in length, leaving the entrance only at east-south-east."

" The pier was not finished by 350 feet, so far as its foundation went; which he called the Mole-head, and was made of rocks brought from a place near at hand, called Hakecliff, or the Castle Key and Folkstone. This pier was begun 1533, and was compiled of two rows of main posts, and great piles of 25 or 26 feet in length, which were let into holes hewn in the rocks below, and some of them were shod with iron, and driven down into the chalky ground. The posts and piles were fastened together with iron bands and bolts, &c. and then all were filled up with great chalk stones, beach, &c. But the bottom was all great rocks of stone, of twenty Tons a piece, which were brought from Folkstone thither, on frames of timber, supported by empty casks, &c. on the water, at a small expence; and by the contrivance of one John Young, to whom the king gave a yearly stipend for his device. The chalk stones, &c. to fill up the pier, were brought from the north-east side, in a great boat called Gaboth, which had nine keels. The king mightily encouraged this work, and gave towards it above fifty thousand pounds, and was several times in person to view it. But afterwards, his absence at the siege of Bullen, his sickness at his return, his dying, and his son's non-age, put a stop to, and at last exposed to decay and ruin this noble work. Queen Mary indeed attempted to carry it on again; but neither the officers, nor the workmen being well paid, it came to nothing. And, in process of time, the sea brought such quantities of beach again upon it, especially

especially about a fort on it, called the Black Bulwark, that it drove quite through the piles, and choaked up the harbour, making a shelf of beach from thence easterly to the bottom of the cliff called Castle Bay; and this ruin of the pier continually increased; both by the neglect of repairing it; and also by the poor people's stealing the wood and iron, &c. from it, almost every night. The shelf also grew worse and worse every day, and there was no getting over it, but in that place where the river coming down from the town forced a passage into the sea; or till they had dug a channel through it. This and the loss of Calais about the same time, soon brought Dover into decay. At length this shelf became of itself a kind of defence against the sea; and if ships could have got safe within it, they might have rode there as safely."

"In order to effect which, several projects were formed: and queen Elizabeth gave to the town the free transportation of 20,000 quarters of wheat, 10,000 quarters of barley and malt, and 4,000 tun of beer.—An act passed in the 22d year of queen Elizabeth, that every vessel passing by there, should pay three-pence per ton, towards the repair of the harbour.—And she appointed a commission to Cobham Lord Warden, Sir Thomas Scott, Sir James Hales, Thomas Wootton, Edward Bois, Esquires, Mr. Mayor of Dover, Richard Barry, lieutenant of the castle, Henry Palmer, Thomas Diggs, Thomas Wilford, and William Patridge, Esquires, all gentlemen of Kent, to take care of this matter. These commissioners made one John True, Surveyor; and he undertook to build a wall of stone, (to be brought from Folkestone) from the water-gate, where the river runs into the sea, to the Black Bulwark, in length 200 rods; on this he bestowed about



about £1,300 in hewing stone, &c. and if the wall had been finished it would have cost £100,000. But he having ten shillings per day allowed him, protracted the time all he could, and at length was discovered and dismissed. After this, one Ferdinando Poins, who understood the works in the Low Countries, and who had been much employed in stopping up the breaches about Woolwich and Earith, was employed in this affair. He undertook to make certain knocks or groins, which should make such depth of water, as that the harbour should be quite dry at low water, that so a wall might be built of 120 rods in length, from above the water-gate to near the Castle Bay, running within the shelf of the beach directly towards the end of the pier, where the Black Bulwark was placed; and at the end of this long wall, another of about 40 rods long was to be placed across it, reaching to the shore, at the northern cliff. In order to begin this work, which seemed very difficult, Poins had one thousand pounds ordered him by the commissioners, and after that, he had two hundred more.—He made two groins, and got a good depth of water at the harbour's mouth: but it was thought he charged as much again, as he need have done for the work. However, it was concluded nothing could be effectually done to secure the harbour, without such kind of wall as he proposed. The only quere was, how, and with what they should be made? Poins said they might be made well enough of ouze and beach: Pet and Baker, two skilful shipwrights, proposed a wooden wall, and gave in a model of such a building; but this was judged insufficient and too chargeable, and had not been tried any where."

" Sir

“ Sir Thomas Scot proposed doing it as the wall against the sea is done in Romney Marsh; and after a great deal of enquiry and long consideration, the Romney Marsh men did undertake the work; so that James Hales was made Treasurer, John Smith Expenditor, — Diggs, Esq; Surveyor; and all under the direction of Sir Thomas Scot. The work was begun in May 1583; the walls were made of earth, chalk in the middle, and fleece on the outsides, and lined with faggots.”

“ Henry Gilford, Esq; Captain of Archcliff castle, was very industrious in promoting this work; Sir Thomas Scot undertook the long wall; Richard Bury, Esq; Lieutenant of Dover castle, the cross wall. The cross wall was made ninety feet broad in the bottom, and fifty at the top, and forty rods long. The long wall seventy at the bottom, and near forty at top, in length 123 rods. Wonderful application and dexterity was used in the work, so that in less than three months the whole perimeter, as they called it, or inclusion of the harbour was finished; and was so tight that it had no leaks at all; and continued so for three years: and then, at quarter flood, a ship of fifty tons might come in; and at full seas, one above three hundred tons. And there were then finishing two jutty heads, which would perfect the mouth of the haven, so that any ship whatsoever might come in.—The charge of two walls, with the appurtenances, amounting to two thousand seven hundred Pounds. This Pent of water was so great, that though on the breaking of one of the gates of the sluices, the beach and sand came in and swarved it up so in four days, that no boat could come in or go out: yet on its being repaired again, a vessel of 300 tons was able to pass in and out at it. The small sluice at  
first



first laid in the cross wall, was taken up, and one of sixteen feet broad, and eighty feet long, and thirteen deep, laid in its room; which had two gates; and as it was a whole month in laying, so the good Lord Cobham staid there all the time, and kept a table to encourage the workmen. So universal a diligence and a public spiritedness, did appear in every one concerned in this mighty and most useful work.

“ I have by me the original orders of a committee, appointed by the authority of King James the Ist, in the 4th year of his reign; wherein several things were appointed to be done to this pier, and a receiver, paymaster, surveyor, purveyor, and clerk, chosen accordingly. They order the master mason, William Taylor, to go over to Flushing, to parts adjacent, to provide a carpenter for finishing the timber-work about the new sluice. They appointed also the uttermost dam of the new sluice to be taken away, in order to come at and clear the foundation.”

“ And that the inner or hinder part of the north head should be built up answerable to the fore part, to keep the beach out of the haven in that place; which in a raging sea used to be cast over the tops of those small piles which were placed there by stickles.”

“ These commissioners, were, Sir Fr. Fane, Knt. Sir George Fane, Knt. Sir Thomas Fane, Knt. Sir Thomas Waller, Knt. Sir Thomas Harfleet, Knt. Sir George Perkins, Knt. William Monins, Esq; Henry Finch, Esq; George Byng, Mayor of Dover, Aaron Windeband, Gent. and Edward Kemp of Dover, Jurat.”

“ In King James the Ist charter of 1606, above-mentioned, the back of the pier, or harbour-ground, was granted by the King to the warden and assistants

sistants of Dover harbour, as it lies without Southgate or Snargate, extending north-east to a tenement or messuage (then Mr. Mitchel's) near the pier, and south-west to Archclift Bulwark; and its bridge from the rocks and cliffs there, unto the outermost shore of the great standing water there, called the great pent, or the pent wall, and unto the port itself, called the harbour of Dover; and unto the inwardmost bound of the sea there, called the low-water mark."

Extract



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Extract from an ancient Manuscript relative to  
DOVER HARBOUR, entitled,

*"A brief Memorial of what hath been done in former Times, concerning making and repairing of Dover Harbour."*

**A**Lthough the first defence of Dover harbour was a round tower, made by a private person, one John Clark, priest and master of the maison de Dieu, about the year 1500, in which he made many rings to fasten and moor ships; and for the safety and pleasantness of it was called Little Paradise; yet when the making a formal and regular harbour came into consideration, and that it was the opinion of all skilful mariners of that time, that a mean harbour at Dover, would be more beneficial than an excellent harbour in any place else, about the coast of England. Sir John Thompson, Parson of St. James's in Dover, stirred up the townsmen to entertain the project of obtaining an harbour, and to present the design to King Henry the VIIIth, who unanimously joining together, did employ the said John Thompson to the King for that purpose, allowing him for his support in his addresses and following the business, 4l. 10s. od."

"The King liked the design so well, that he forthwith ordered 500l. out of his own coffers, to make a beginning of the work, and gave the mastership of the maison de Dieu to Sir John Thompson (an hospital, valued at 120l. per annum, founded for the relief of poor soldiers from beyond sea, four-

teen days gratis) and appointed the said Sir John Thompson to be principal surveyor of the works, and under him to be four Overseers."

" Sir John Thomson's design was to erect a wall, which he called a pier, from Haycliff chapel (being the south-west part of the bay) directly towards the east, about one hundred and thirty-one rods in length. But the pier was not finished by three hundred and fifty feet, so far as the foundation was laid, called the mole head, consisting of great rocks, brought from Haycliff, the Castle-Bay, and Folkstone. This Pier was begun on St. Ann's Day, 1533.

" A poor man, one John Young (who first with a nut-shell, then with an egg-shell, and lastly with a small Vessel, made proof what weight those things could raise and bear in the water) first found out the carrying huge stones of twenty tons a piece and more, by tying iron chains to them at low water, and then buoying them up with empty vessels, and so dragging them up to the pier, where they were to sink them; the chalk and filling of the pier being carried thither in great boats, called a gaboth, which had nine keels. The King gave this man, in reward of his invention, a pension for his life of fourpence a day. The King spent fifty thousand pounds upon the work, and several times in person viewed them, often employing the counsel and direction of all skilful men in water-works, both at home and abroad. But by reason of the King's absence at Boulogne, his sickness at his return, his death, and the nonage of Edward VI. there was no provision made for maintenance of the works, which had been done about the pier, and they coming once into a state of decay, nothing was done towards it till Queen Mary's time, when for two years some matters



matters were attempted; the mayor of Dover and his brethren, having got licence under the great seal, to gather money throughout England. But the workmen being ill paid, all was given over again. Before the end of the work, a south-west wind brought a marvellous quantity of beach and boulder stones, never seen before on that coast; so that by this, and the pier decaying through want of provision for its support and maintenance, and especially by the poorer sort disorderly pulling the timber and iron in pieces, which was not looked after; the harbour was so lost, that a boat drawing but four feet water could not enter into the mouth thereof. Thus the decay of the haven at Dover, and loss of Calais happening both about one time, made such an utter desolation thereof, that of a brave, rich, and populous town, it became presently a poor and desolate village.—But there remained a strong opinion of all men for renewing the haven in that place.”

“ Queen Elizabeth therefore granted to the town of Dover, towards repairing the harbour, free transportation of 30,000 quarters of Barley and malt, and 4000 tons of beer, free of custom and impost; which, patent of the queen, was sold to John Bird and Thomas Watts, merchants, at 3s. 4d. for wheat, and 2s. 3d. for barley and malt, and the licence of beer being sold to others, came to four thousand marks at the least. Besides, in the 23d of Elizabeth, an act passed for laying three-pence upon every ton of any vessel passing by Dover, of twenty tons burthen and upwards, for eight years, which tonnage amounted to 1000l. per annum. And 31st of Elizabeth, the former act was revived to continue for seven years longer; and afterwards,

35th Elizabeth, continued after the time limited aforesaid till the end of the parliament then next ensuing; and 43d Elizabeth continued yet further, till the end of the first session of next parliament; and 1st of James, from the end of that parliament for seven years; after which time it only expired, having so many years enjoyed the benefit of so great assistance. By all which it is evident how it has been the immediate care of the kings and queens of this realm, and of the Parliaments thereof, to protect and preserve this harbour at Dover, tending so much to the honour of the crown, safety of the nation, and advantage of the trade.

“ 1st. It is seated on the narrows between England and France, so that foreign ambassadors and other great personages, and strangers do usually land there, where they find all good accommodations for their travelling to London.”

“ 2d. It is the principal seat of all jurisdictions within the Cinque Ports; the courts of chancery and admiralty being constantly held there.”

“ 3d. It is the great storehouse of provisions for his Majesty's navy, there being in this port one of his principal victualling offices for the fleet, when they shall be at sea. And in the late war was seen to be of great use and benefit to his Majesty's service.”

“ 4th. In time of war, the harbour of Dover is a great protection and safeguard to his Majesty's ships of the lower rate, when they find the enemy too strong for them at sea, and a great advantage at other times, when they may take the liberty to cruize the channel at pleasure, and secure their prizes in few hours; of which in the late



late war with Holland and France there was sufficient experience."

" 3th. The harbour of Dover being in its situation the chiefeft port in the fouthern part of England, between Harwich and Portfmouth, is of great importance to the fhips of merchants in time of peace, where, upon any accident of a leak or other damages, they may prefently put in here and be fitted for their intended voyage."

" 6th. The customs of this port have in times of trade, before the late civil wars, (peculiar only to this port) amounted to fifty thoufand pounds per annum."

" 7th. His Majesty's frigates of 4th or 5th rates and under, out of the Downs and Channel, may and have ufed to come into this harbour, and there victual, wafh, and tallow, and go to fea again in a few tides."

" 8th. This port is, and always hath been, a great nurfery for able mariners, and a proper ftation for pilots, to conduct fhips through all the fands and flats, either in his Majesty's fervice or the merchants."

" 9th. That unlefs fome speedy remedy be taken to prevent the prefent danger of the feas, not only the harbour, but the whole town is like to be inevitably loft; to the ruin of many hundred families, and univerfal damage of the nation.

" It is therefore humbly recommended to the wifdom of the parliament, to make fuch provision for remedy thereof as the neceffity of the work requires, and hath always been the care of former times.

" Queen Elizabeth, in the 24th year of her reign, March 29th (which was foon after the

passing of the act of three pence per ton) issued a commission for the work to the Lord Cobham (Lord Warden) Sir Thomas Scott, Sir James Hales, Thomas Wotton, Edward Boys, the Mayor of Dover, present and to come, Richard Bary, Lieutenant of the castle of Dover, Henry Palmer, Thomas Digges, Thomas Wilsford, and William Partridge, Esquires, John True was appointed Surveyor General, and he had 10s. a day fee; but for his negligence, delay, and unskilfulness, he was dismissed; for he intended a stone wall, which is so contrary to the nature of that sandy foundation, as it would make no good conjunction, or perfect pent, (besides the infinite charge thereof.) Wherefore, in his room was employed one Ferdinando Poins, who performed well his undertaking, both for the pent and walls thereto belonging, and had one thousand pounds imburshed for the work, by order of the Queen, from Customer Smith, and two hundred pounds afterwards.

“ The whole work of the pent and walls, &c. was referred to Romney Marsh men, to undertake and manage, by Sir Thomas Scott's means, who, upon good deliberation, concluded the walls of Romney Marsh must be the rule of these walls, against the sea, and after many addresses to Secretary Walsingham, who zealously owned and countenanced the undertaking, as a most worthy patriot and patron of it; it was at last finally ordered by the council, that the Romney Marsh men should undertake it. And Sir James Hales was made treasurer, and to have 5s. 8d. for every fifty pounds received or disbursed; and his clerk five pounds yearly; John Smith, expeditor, to have twenty-pounds yearly, and his clerk five pounds; the com-  
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mon clerk twenty marks, and each sworn man, during his attendance, eight marks a day; Mr. Diggs, surveyor general, to have twenty marks yearly, which he gave Alexander Mindge, his deputy.

“ This was the second estate of Dover harbour being renewed, in which the first consideration was, to have a large pent, to contain water enough to let out to scour the haven's mouth. And for this work, carts were brought from as far as Maidstone and Sevenoaks, to assist the works. And the officers were fain to refuse some who offered to work, and yet the pay of horse, cart, and driver, was but twelve-pence per day. But the work was done between barley season, (*i. e.*) the middle of May and the beginning of harvest, and finished in three months, which was supposed would take up as many years. The proportion of a single cart, or tumbrel, was five feet in length, two feet in breadth, and sixteen inches deep; the double carts, who had two horses a piece, had double.”

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## SHOREHAM.

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AS to the manufacturers of Sussex, they depend principally upon its timber, which is excellent in its nature, has been here formerly in immense quantities, and though now considerably diminished, is still plentiful, in comparison of some other parts of the kingdom. Small vessels of different sizes are built at Newhaven; and, in proportion as that port improves, this trade will increase. At New Shoreham, vessels of a larger size, some for the use of the navy, but most for the merchants service, are constructed. The demand of late for these is so great, and the people here so industrious, that it is asserted, there is sometimes not so much as a single Person who receives alms, a circumstance worthy not only of praise, but attention and imitation. This shews what might be farther done, in case, from the assistance given by the public, which we have mentioned in a former chapter, those harbours can be gradually brought into a better state than they now are; or, which would be still more beneficial, if a larger and deeper port could be, at any expence, made in any other part of the country. The other great manufacture of Sussex is iron, which is still carried on in several places, and has been carried on in many more. Iron cannon, bombs, bullets, &c. are cast to a value, not far from Lewes, to which they are brought down by the  
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the river Ouse. At Bakeley and at Breed they make prodigious quantities of kettles, chimney-backs, and many other things; and at Chichester there is a manufacture of needles. It excites some wonder, and perhaps may deserve an enquiry, why, except this, there is no other fine manufacture of this useful metal in a country where the material might be had much cheaper, and labour at no higher a rate than at other places. There may be reasons for our not making large quantities of our own ore into iron; but for the very same reasons one would think it fit, that the little iron we do make, should be manufactured to the utmost. It will be said, that those who deal in these things are the best judges: So they ought certainly to be; but it is not a truth so self evident as to admit of no altercation, that men are, in all cases, precisely what they ought. Besides all this, it is not impossible that they may know and attend to their own interests, without thinking themselves obliged to consider likewise those of the nation. There is a manufacture also of gunpowder carrying on at Battel, where it is not only made in large quantities, but in the highest perfection.

The usual cause assigned for the spoiling these ports is the narrowness of the channel, which with the violence of the south, south-east, and south-west winds, drive prodigious quantities of beach, slime, and sand into the mouths of their rivers, and so choak them that no ships of any great burden can enter; and as to those harbours with which, from their position, on the coast, we are more particularly concerned here, such as Brighthelmston and Seaford, which on that account merit so much the more attention, their cliffs being undermined, those of the former more especially, they are left

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in a distressed and declining condition. It may however be demanded how this will account for their suffering so much in the last three hundred years? as it is evident they have done even from those slender memorials we have left. I will not presume to say that I can set this in a very satisfactory light, but for the reader's information I think it my duty to try. It has been long ago observed, as a thing peculiar to this country, that all its rivers rise therein, and consequently can be but of a short course. When the iron works were first undertaken in Suffex, they made so many cuts from each of these rivers for their accommodation, that they weakened the strength of their streams; which had two bad effects, lessening the depths of the rivers, and the force of that natural rapidity with which they carried out the lime, lodged at their mouths. From the first cause chiefly they began to overflow, and thence grew another mischief; instead of repelling the waters into their original channels, they, in order to recover their grounds, made new cuts, and, in my conception at least, by gaining of marshes lost their ports. Yet we may rationally suppose, that they are not, even at this time, so irretrievably destroyed, but that with due cost and care, and with the steady continuance of proper attention, they may be recovered; in support of which opinion, what has been actually performed with respect to Arundel and Newhaven, may be very well urged. This, if it could be done, would be very advantageous to the country, and must, in its consequences, tend to the reviving those decayed boroughs, the inhabitants of which seem to think they have a right, by the venality of their elections, to make reprisals upon those, by whom they have been so long, and, as their condition plainly shews,



is utterly neglected. But, without dwelling any farther upon these, we will proceed to another point, which would more immediately and perhaps more effectually answer the purpose. Great sums of money have been laid out upon the harbour, but without judgment; if it were undertaken by government and a proper engineer, there is little or no doubt but it would become of great use and importance to the country.

## PORTS

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## PORTS of RYE and WINCHELSEA.

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**A**T the eastern extremity of this country there is a very capacious bay, or rather *Æstuary*, on which were antiently two good ports, Rye and Winchelsea. The latter furnished the fleet of Edward the third with twenty-one ships, and five hundred and ninety-six seamen; the former with nine ships and one hundred and fifty-six men. Since that time both have been gradually decaying, and Winchelsea is long ago lost, for the protection of which Henry the eighth built Camber castle, at the expence of twenty-three thousand pounds, which, even in the purse of the crown, was no inconsiderable sum in those days. As to Rye, we have elsewhere shewn that it is in a very indifferent condition, though several acts have been successively passed for its relief. But which now seems the only means left, if the public would take this affair entirely into its own hands, and, by proper purchases, remove all the impediments that must otherwise arise from private property, there might still, though perhaps it would prove expensive, be a large and commodious haven made there, and then surely no place would be more fit for a royal yard, in which ships might be built and equipped with great conveniency.



venience\*. Timber and iron would be at hand; and if hemp and flax were raised in the adjacent country, ropes and sail cloth might be produced with the like ease. This would not only prove very beneficial to the counties of Suffex and Kent, but also to the nation in general; as great savings might arise from hence in the article of ship-building†; a safe and good port be obtained where it is much wanted; and all those advantages retrieved, which our ancestors possessed when those two ports were in a flourishing condition, and which were of great importance to them, and no doubt would be so to us, whenever this nation is at war with France.

As such an establishment would not only augment the demand for timber, but by causing a consumption both constant and uniform, render the profit arising from the Woodlands more regular and certain; as the charcoal for iron works, the poles for hops, the smallcoal for the powder mills, would enable their owners to sell the loppings of their large trees, their coppice, and underwoods, at all times for their full value: As the convenience of being regularly furnished with bark might be urged as an inducement to bring and settle abundance of tanners at or in the neighbourhood of

\* Whoever considers the nineteenth chapter of Sir William Dugdale's History of Limbarking, and peruses the several statutes made for repairing the harbour of Rye, will see sufficient cause to concur with me in this opinion.

† It is the consequence of a neglect of such points of public œconomy, that the present immense debt of the nation has been incurred; and we can never hope to see it discharged till savings of every kind are attended to, and thereby the current expence so lessened, as to admit an uninterrupted application of the sinking fund to the purpose for which it was first intended.

Arundel,

Arundel, Steyning, Lewes, and other places, this would contribute to the same end: As a quick sale for all sorts of timber must be the most powerful motive for raising wood of every sort; and as this manner of raising it is the only effectual method, in the opinion of the best judges, of rendering planting profitable; and as planting and felling judiciously, in a country where there is such a certain and regular consumption, must turn greatly to the benefit of the owners of land thus employed; which, under due regulation, could never be exhausted, as the experience of the same land producing wood for so many hundred years incontestibly demonstrates: There seems to be nothing clearer than that it is very possible all these different demands for several species of this commodity might be duly supplied, and supplied in such a manner, as, instead of interfering with, might facilitate each other, to the mutual benefit of the owners of the material, and of the persons engaged in the several manufactures; to the apparent emolument of this country in particular, as well as to the advancement of the public interest. This place being not far from Cherburg, if France should ever again become powerful at sea, or regain her rank in the scale of nations, it should be particularly attended to by government, in sending down engineers to make a survey how far it may be improved as a harbour for cruisers.

SANDWICH.



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## S A N D W I C H.

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**S**ANDWICH, though at the distance of a long series of years, came into the place of Rutupium: that is, when the Roman city was destroyed, and the port of Ebbesfleet, properly Wippedsfleet, on the side of Thanet began to fill up, a new town was necessarily built on the continent, and the correspondence, which had so long subsisted, between the old port and the opposite coast, was gradually transferred thither. But that Sandwich, though it came thus in the place, could never be the Roman Rutupium, will appear from a few short remarks. It does not answer the description given of that place by antient historians. It stands low, in an unhealthy situation; which no Roman city ever did. There have been no coins, or other reliques of antiquity, found in or near it. Lastly, The name is plainly Saxon, and shews that the coast was exposed to drifts of sand when this place was built. It is impossible to fix the date of its foundation; but about the middle of the ninth century, Athelstan, king of Kent, beat a Danish fleet here; and from that period, to the Norman conquest, it was reputed the best port in England; for till then, and a considerable time after, the passage, though much diminished in breadth, was open; since we find that Earl Goodwin, after ravaging the coast of Suffex, sailed behind the isle of Thanet and came up to the Thames.

King

King Knute, or Canutus, gave this town and port, by a very memorable charter, to the monastery of Christ-Church, in Canterbury. In the reign of Edward the Confessor, as we find in domesday-book, there were in this borough three hundred and seven houses. In King John's time it was burned by Lewis of France. Edward the first, to restore the place, removed the staple thither, and acquired the best part of it from the monks. His grandson, Edward the third, completed the exchange, and recovered this town from them entirely, for the manor of Borley in Essex. The wars with France, in that and in the succeeding reigns, particularly those of Henry the fifth, contributed very much to the benefit of the place, and to enriching its inhabitants. In the reign of Henry the sixth it had a very flourishing trade, so that the customs amounted to between fifteen and twenty thousand pounds, per annum; and in the next reign it had ninety-five ships, and upwards of fifteen hundred seamen; but not long after it began to decay. Leland tells us, that a great ship, belonging to Pope Paul the third, being lost in the harbour, in the reign of Henry the eighth, a bank came in the place, by the gradual accession of sands; and since that time it has been continually growing worse and worse, notwithstanding all the endeavours that have been used for its recovery, and notwithstanding the Flemings, who settled here in the reign of Queen Elizabeth, not only set up a manufacture, but also taught the inhabitants several methods of improving their land, particularly by the cultivation of carrots, and other vegetables, in high perfection; on account of which Sandwich has been long celebrated. It retains, however, the honour of being one of the Cinque Ports, and is still



still the only legal port in this county, with a custom-house, and proper officers; though, in all other respects, but the shadow of what it was.

Among the members belonging to Sandwich, as a Cinque Port, were Fordwich, Sarre, and Reculver. A few remarks, in regard to each of these, will contribute to set this whole matter in a clearer light: Fordwich stands two miles and a half, north-east, from Canterbury, upon the river Stour. It is a very old, and, was formerly, a very considerable place. Eadbert, King of Kent. granted it, anno domini, 747, to the monastery of St. Austin, in Canterbury; which grant was afterwards confirmed by Edward the Confessor. In domesday book we find it called the little burgh of Fordwich. There is reason to think it was once much nearer the sea; and very probably the Portus Trutulensis was that part of this large haven, where the Stour entered it, and derived its name from those excellent trouts, for which this place yet continues famous. Barges, lighters, and other small craft, still come up hither from Sandwich. Sarre, though now the great highway from Canterbury into Thanet runs through it directly, was once a flourishing place, lying in the middle of this noble road, and consequently a port; of which there is now barely credible tradition, authenticated in the last age, from the mouths of competent witnesses, who had themselves seen not only boats, but even barks, of a tolerable size, pass quite through to the North Mouth: but both here and in other places, in Thanet, are visible marks remaining, of the little creeks and havens in which vessels formerly lay; and their antient charters prove this, beyond the power of doubting, as to the certainty. Reculver, the Regulbium of the Notitia, seems to have stood originally in an island

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surrounded

surrounded by the Yenlade. Ethelred retired hither, when he gave his own palace, at Canterbury, to Augustin, whence it came to be called Reculsceter; but being granted to the Monks, who built a convent there, it then took the name of Reculminster. It is at present joined to Kent, without any sign of its having been ever separated, and is divided from Thanet only by a little brook, which falls into the sea in that island. Thus we plainly discern how, though not exactly when, these singular changes were brought to pass, and with what view; the true sense in which Sandwich Haven is said to be that of Rutupium; whence these several places, once members of this Cinque Port, are all decayed, and some lost; as also what the present condition is of the two Rutupia; and by what means land now lies, where once was sea between them.

A harbour at this place is of infinite importance, when it is known that there is no port from Portsmouth to Sheerness, for cruizers to refit in, or for merchantmen to be repaired at, but Ramsgate pier, which is not only a most difficult place to get into in bad weather, but a very dangerous one to remain in, when they are arrived at it. Half the sum bestowed by Parliament and vested in commissioners for a series of years, and which after all has not rendered Ramsgate a good or safe harbour, would have completed an excellent one, either at Sandwich or Deal, both of which places are in sight of the Goodwin Sands.

MILFORD-



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## MILFORD-HAVEN.

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**I**F, as has been long expected, a public dock should be established at Milford Haven, it would very quickly have a great effect, not only in exciting numbers to plant timber, but by bringing the art of ship-building to be more highly considered, more extensively practised, and more thoroughly understood. Private men would undoubtedly follow the public example; and the building many and large merchantmen would be the necessary and natural consequence of the construction of a few men of war. In this respect there wants but the countenance of such an encouragement, and the conveniences of that ample port are so many and so great, that the art, in supreme perfection, would be there very speedily established, than which nothing could be more beneficial for this country. The iron stone that lies upon the coast, would be no longer neglected: All the trades subservient to ship-building would successively arise; and, as the number of people increased, it would occasion a consumption of fat cattle; and then their hides and their tallow, being of immediate use, tanning and other manufactures would gradually follow. In the course of a few years, the prosperity of this place, would inspire the inhabitants of other sea ports with emulation; and if we consider the havens in the North of England, where ship-building

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ing now flourishes, we may easily conceive, that there is nothing forced or improbable in this supposition. On the contrary, the first step being effectually taken, the rest would be gradually introduced, perhaps in much less time than the most zealous advocate for the measure would venture to promise.

It has been thought by those who are esteemed good Judges of the subject, that as sugar cannot be exported to Ireland till it be cleared from some port in Great Britain, which is intended to secure the dependance of the island, and our plantations upon this their mother country, it would in a great measure remove the several inconveniencies which this restriction occasions, if the port of Milford-Haven was particularly destined to this use. It has been also suggested, which is of yet higher importance, that this port might serve also very commodiously for clearing out tobacco exported to different parts of Europe; a branch of commerce highly beneficial to the nation, and consequently entitled to all possible attention. It is alleged, in support of this suggestion, that the situation of this haven is peculiarly well adapted to the reception of such vessels, as come laden with those commodities from America or the West Indies. It is likewise affirmed, much of that expence and trouble would be by this means saved, which have been experienced to be unavoidable in other places. All the accommodations expedient for the merchants, might be here very speedily provided; and also every precaution taken that should appear requisite to prevent frauds, which seems to be the principal end that this regulation had in view. Lastly, it is asserted, that from this harbour, when their cargoes were, after clearance, re embarked, vessels might proceed to their respective ports for which they are designed with much facility,  
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and without loss of time. Taking the facts to be thus stated, the concession desired would be equally advantageous to this haven, convenient for all parties, and expedient for the public service.

I have used my utmost endeavours to gain as clear an idea of this matter as possible, and have laboured to express it with all the perspicuity I could, because, if it should be well founded, it must certainly contribute greatly to the emolument of this place, and to the improvement both of the trade and commerce of South Wales, which, in its consequences, would be unquestionably beneficial to the whole British Empire. But as I am not acquainted with the harbour, and therefore cannot positively insist upon the matters of fact which I have related, I would be understood only to recommend them to an impartial enquiry, upon a supposition that these circumstances appearing, and all necessary steps taken to render the landing, weighing, clearing out, registering, and reimbarking the goods, as easy to the owners, and as safe to the revenue, as may be, the conveniency will quickly appear in so strong a light, as to attract the greatest part of the vessels, thus employed, to that haven, which cannot fail of bringing it more into request. Natural advantages, however great in themselves, are but too liable in all countries to be overlooked; and therefore it is incumbent upon the government, when apprised of them, to consider and call them forth for the common advantage. Leghorn was a very despicable place, and besides unwholesome from its situation, till the advantage of its haven being discerned by the grand duke of Tuscany, and the state of commerce in Italy duly weighed, gave him the prospect of the benefits it might produce. This idea being prosecuted with equal prudence and spirit

spirit, soon changed the face of things, not barely in respect to that port, but in regard to a large extent of country round, and in process of time to the whole territory of that prince.

As this spacious country sunk into a state of decay by degrees, so we cannot expect it should emerge on a sudden. As soon as a beginning shall be once made, by the appointment of proper officers, the alterations which may appear requisite in Milford-Haven, will not only give life to planting, and various other improvements, but add spirit to the fishery, which must always be cherished, as it is also certainly capable of being extended in Wales, not only as a great nursery for seamen, but as supplying a numerous and healthy race of people, who not only maintain themselves and families, but employ and support by their industry many more families on shore, and, as encouraged and increased, will be in that respect still farther useful. The augmentation of mouths which such a measure would procure, must create a consumption of meat, and of all other necessaries; which would hasten every infant manufacture forward, and excite also the setting up more. Hence a continual circulation would be certainly produced between the places in which they were settled, and foreign commerce would in a short time keep pace with domestic trade. Navigation, being once thoroughly introduced, must undoubtedly make a rapid progress in a country, the maritime parts of which, abound with materials, bulky in themselves, and in their nature of general use; such as metals, coals, salt, corn, malt, &c. and as those are staple commodities, there is no possibility that they should be hastily exhausted, or any cause to fear they would sink in price. The very contrary of this must be very speedily and very certainly



tainly felt, to the honour of this naturally rich country, and the emolument of its hospitable inhabitants. How much this is to be wished, and at the same time how much reason there is for these attempts, slender as they are, to indicate the means, cannot but appear to whoever considers, that, though containing five times the territory, this whole principality contributes less to the land-tax, (though possibly more to the poor's rate) than the single county of Somerset.

If a dock-yard were established at this place, cruizers upon an emergency could proceed to sea with any wind, if once clear of the harbour, either through the Irish channel and north of that island, or by Cape Clear; and fleets might be dispatched with the greatest safety, and would be clear of the Channel and all land in thirty-six hours; the harbour is sufficient to contain the whole Navy of England, and has several towns and villages round it.

## C O N C L U S I O N.

In what has been already said upon the subject, I have taken a short retrospect of the service in general, and offered what appeared to me might conduce towards its improvement. The political situation of this country, in the course of the two last wars, has engaged the attention of all ranks of people, and in consequence occasioned various enquiries into the state of the finances and commerce; and also of the internal force of the navy. These investigations, especially the latter, seems to have been urged by necessity; and the alarming condition in which this branch has remained, induced every well-wisher to this country to give an opinion upon so important  
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an object ; it has occupied the attention of the senate, and notwithstanding all have agreed in the infinite consequence it is of to the welfare of the empire, yet no particular or general plan has been brought forward, or offered to the public for their opinion

That an amendment and alteration must sooner or later take place in the British Marine, there is little doubt, as every year will prove that the only chance this country has of regaining her strength among the European Powers, must be from a well directed and successful exertion of her Fleets.

In considering therefore objects of so great a magnitude, I should recommend an examination of the different establishments belonging to the Navy ; the period elapsed since their first institution is of great length. The situation of this country and of Europe, is greatly altered. The Naval Force is increased beyond all idea ; and as the sea is our only barrier, it demands the strictest attention from us.

If France should, after a series of wars, or of years, become a free state, this country must expect powerful competition, exertion and energy to combat with. To counteract this, our officers must be treated with liberality and candour, nor must every thing go by favor, but something must be left for merit and emulation.

The seamen also should be put upon a better footing, and strict justice should be done them in the payment of prize money and wages ; armaments often repeated and nothing done afterwards, only serve to break their spirits, and being torn from all their connections, surely they should have some object of encouragement held up to them, such as I have already stated.—There is a want of system in the signals used in the fleet ; at present every commanding



manding officer makes use of his own ; so that two different squadrons meeting are obliged to refer to the old sailing and fighting instructions and signals to act together, and these are known to be so incomplete, as to be totally unfit for the government of a large fleet : It is certainly therefore of moment, that a general code of signals, for all the fleet, such for instance as Lord Howe's, or Admiral Kempenfelt's, should be adopted ; and that a new set of sailing and fighting instructions should be established. Thus our squadrons might act with united force, combined in one system ; and escape the numerous evils attendant upon misintelligence and want of union.

If any of the foregoing or similar plans were adopted, it would perhaps enable this country to do by her navy, or at least a part of it, what the great king of Prussia *could by his artillery*. It is said that he had 3 or 400 pieces of cannon at one of his arsenals, every thing belonging to them, ammunition, carriages, geer, &c. with the necessary men, and horses cantoned round them, so that the whole body could be upon the march in 24 hours or less. It was this celerity in his motions and having provided every thing beforehand, that put it in his power to perform such incredible things. In the naval line, dispatch is every thing ; all who wish well to their country must hope that a marine minister will arise who possesses a greatness of mind sufficient to see the necessity of these things ; resolution and independence of soul to defend them in the cabinet, and skill to carry them into execution : such a man would be looked upon as the friend of the officers and seamen, the popular servant of his sovereign, and the saviour of the navy. It is not petty official alterations, and what is always, according to the

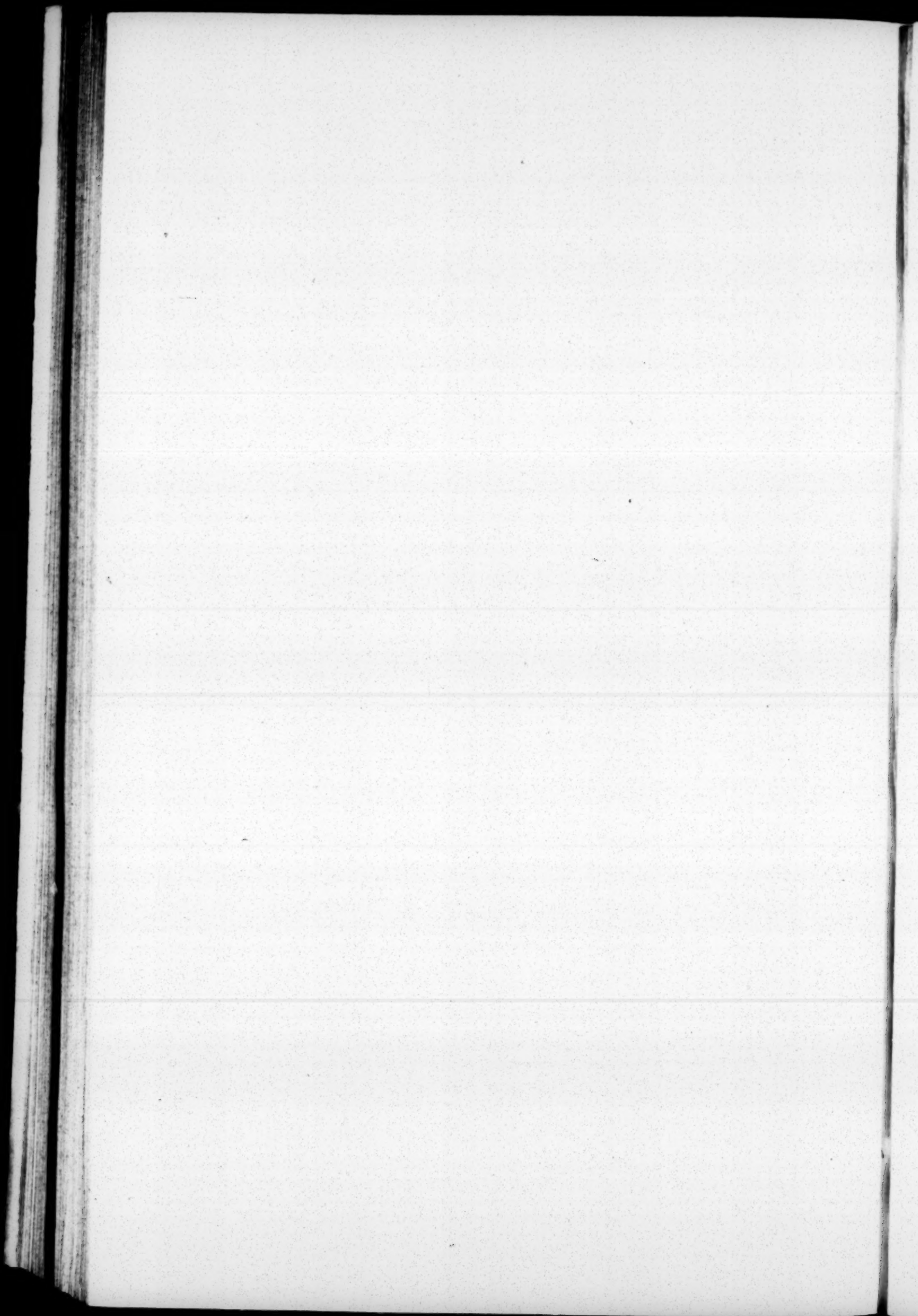
term *establishment*, that real benefit to the service will arise; but we must look forward to a revision of the old, or rather to the institution of a new code of regulations to give our navy life, energy and pre-eminence.

That such an event may take place, the author adds his most fervent wishes, in which, as he is not actuated by any motive of party or resentment, he is undoubtedly joined by the whole service, as well as every well-wisher to the marine of Great Britain.

F I N I S.





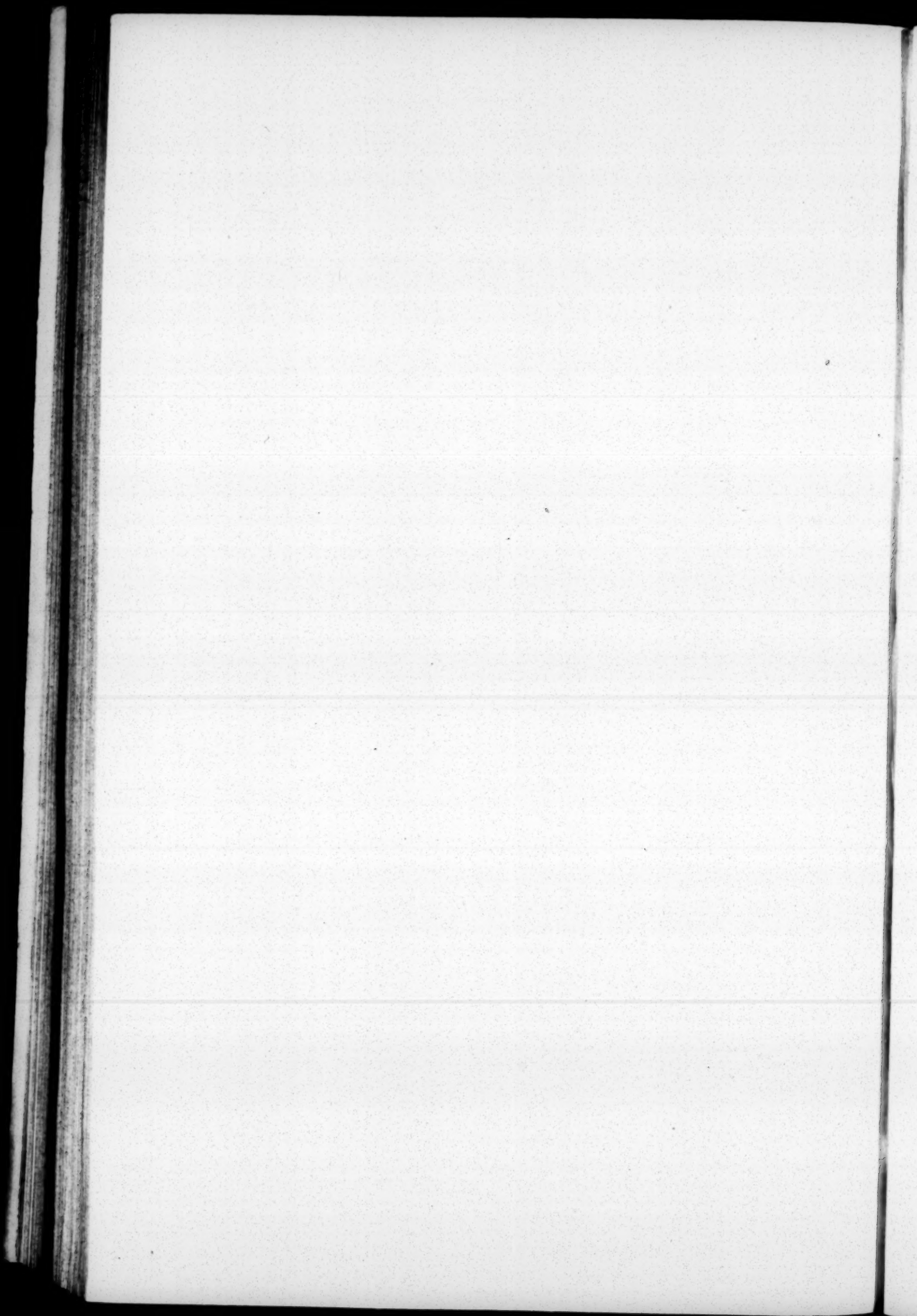




AN  
ADDRESS  
TO THE  
PUBLIC,  
FROM THE  
SOCIETY  
FOR THE  
IMPROVEMENT  
OF  
Naval Architecture.



INSTITUTED 14th APRIL, 1791.





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A N  
A D D R E S S  
T O T H E  
P U B L I C.

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**T**HE plan of this institution has now been a sufficient time before the public to enable them to form a judgment of its merits. The attention of the society being solely directed to the general good, they are happy to find that the decided encouragement and support which has been already received from all ranks and professions of men, and from many of the most respectable characters in this country, fully justify their most sanguine hopes. They therefore think it a duty they owe to the public, clearly to state the objects they have in view, and the general tendency of their designs, in order that they may not be mistaken or misrepresented.

The

The principal object of the society, as the name of the institution implies, is the Improvement of Naval Architecture in all its Branches: for it cannot be conceived that the society have any idea of confining themselves to one branch of the art, but that it is their intention to extend their enquiries and improvements to vessels of every kind.

To promote this important object as effectually as possible, the society purpose to encourage every useful invention and discovery as far as shall be in their power, both by honorary and pecuniary rewards.—They have in view particularly to improve the theories of floating bodies and the resistance of fluids—to procure draughts and models of different vessels, together with calculations of their capacity, centre of gravity, tonnage, &c. — to make observations and experiments themselves, and to point out such observations and experiments as appear best calculated to further their designs, and most deserving those premiums which the society can bestow.

But though the Improvement of Naval Architecture in all its Branches be certainly the principal object of this institution, yet the society do not by any means intend to confine themselves merely to the form and structure of vessels. Every subordinate and collateral pursuit will claim a share of the attention of the society in proportion to its merits;



merits; and whatever may have any tendency to render navigation more safe, salutary, and even pleasant, will not be neglected.

With such objects in view, the society thought themselves justified in calling upon the public for their countenance and support. That their call has been attended to, will sufficiently appear from the respectable list of subscribers. And as they have every reason to expect support still more effectual, it is with confidence that they repeat their solicitations for further assistance; such as may enable them to extend their views,—to make experiments on a large scale,—to assist young persons in the attainment of this most useful art,—and even to institute an academy for the regular study, not only of the art itself, but of those sciences which ought to form the basis of it.

But the society do not merely call upon the public for pecuniary assistance: In particular, they solicit the officers of the royal navy and merchant's services to examine carefully the hints, proposals and plans which may at any time be laid before this society; and to suggest any improvements that may occur, however minute they may appear to them; they being confessedly the best judges of the advantages to be derived from the facility of manœuvring ships, of the comparative excellence between one vessel and another in sailing, and all other desirable properties.

They

They likewise solicit all professional men, of what description soever, employed in the construction and equipment of shipping, to assist the society with their knowledge and experience, and to forward the views of this institution.

Finally they invite men of eminence in the mathematical sciences, as well in London, as in our Universities and elsewhere, to co-operate with them in their views for the public good. And they will thankfully receive information from every description of ingenious men, not only in this, but in every other country.

*The terms of admission into the society are a subscription of Two Guineas annually, or Twenty Guineas for life. To be paid at Messrs. Hankeys, Hoares, and Drummonds, Bankers; or to any Gentleman of the Committee. The Books of the Society are deposited at Mr. Sewell's, in Cornhill, for the present, where all information is desired to be addressed to him, or to the Secretary,*

THOMAS MARTYN, *Secretary,*  
No. 2, *Park Prospect, Westminster.*



L I S T  
O F T H E  
S O C I E T Y  
F O R T H E  
I M P R O V E M E N T  
O F  
NAVAL ARCHITECTURE.

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Earl of Leicester,

Earl of Uxbridge,

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Rev. Thomas Martyn, *Secretary.*



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in place of Annual.

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 Rowcroft Thomas, *Lime-street*  
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T.

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Whitsted James Rawlins, R. N.  
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Williams ———, Esq; *Chatham*  
Wilson John, *Chatham*

Y

Yeung William, Esq; R. N.  
Young Sir George, R. N. *Russel-street, Bloomsbury*  
*Gentlemen*

*Gentlemen are requested to pardon the inaccuracies of the above List, which has been drawn up in haste, and to correct it. They are also desired not to consider it, however respectable, as the List of the whole Society, many other Gentlemen having promised their support, though they have not yet paid their Subscription.*





# CATALOGUE OF BOOKS

## ON

# NAVAL ARCHITECTURE.

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THOUGH this CATALOGUE is much enlarged since that published in DECEMBER 1789, yet, willing to do justice to individuals of our Country, we are convinced that there are many small Tracts that have been printed, and by far a greater number still remain in manuscript, of such modest Authors, who till now had not an opportunity to present the Public with the result of their observations: such we solicit, as a retrospective view of what has been done will be a necessary step to improvement. These shall be inserted in the next Edition; when this CATALOGUE RAISONNÉ will be extended by the help of an ingenious Foreigner.

1. **T**HE Discourse made before the Royal Society 26th November 1674, concerning the Use of *Duplicate Proportion* to sundry Particulars, together with a new Hypothesis of Springing and Elastic Motions. By Sir William Petty, Knt. F. R. S. London, 1674. 12mo. 135 Pages.

This little book has two dedications, one to the Duke of Newcastle, and another to the Royal Society. It is divided into seventeen Instances or Heads: 1. Drawing or Driving Powers which force Ships through the Water, 2. Shapes or Sharpness of Bodies. 3. Strength of Timbers. 4. Effect of Oars. 5. Motion of Travelling Horses. 6. Strength and Velocity of Mills. 7. Effects of Gunpowder. 8. Distance of Sound. 9. Distance of Smell. 10. Distance of Sight. 11. Time of Returns by Vibrating Pendulums. 12. Lives and Duration of Men. 13. Musical Sounds. 14. Effects and Motion of Fire. 15. Rising and Falling of Bodies. 16. Bellows. 17. Prices of Mails, Diamonds, Timber, Amber, Loadstones, &c. 18. Mill-dams and Sea-banks. 19. Compression of Wool and other Elastic Bodies. With an Appendix. The whole is treated with that precision and clearness which this great man usually did other subjects. It is not in either the English or Irish Edition of his